

ERRIBLE PIRACY TRAGEDY.

BRITISH OFFICERS KILLED

ERFIELD SHIP VICTIM OF LATEST OUTRAGE.

BAY GANG SEIZE THE S.S. ANKING IN NIGHT ATTACK.

STEAMER BADLY WOUNDED

After a respite from piratical activity for a period of five days, there comes to hand this morning, news of one of the most dastardly outrages ever perpetrated on the China coast.

While on her way to Hongkong from Singapore, the Erfield and Swire steamer "Anking" was attacked from a bay by pirates, travelling as passengers, and a serious affray resulted.

Two British officers, and a Chinese quartermaster have been killed, while Captain C. E. Plunkett-Cole, the master of the vessel, has been seriously wounded.

The attack occurred on the night of the 26th, Wednesday, in the absence of the victim, which is now making its way to Hongkong, are lacking.

The men who lost their lives in the tragic episode are: Mr. D. C. Jones, the Chief Officer, and a Chinese Quartermaster.

The vessel was carrying a small cargo of firewood, and throughly 1,400 deck passengers. The pirates evidently had complete control of the vessel and took her into Hong Bay, north of Bias Bay, where the gang decamped with loot.

At news of the piracy was received in Hongkong at 10.30 this morning by wireless from the s.s. Anking, the "CHANG" for announcing that the steamer was then leaving for Hongkong.

Captain C. E. Plunkett-Cole has apparently been seriously wounded, as the ship has requested that ambulance and hospital arrangements should be made in readiness for the ship's arrival.

It expected that the Anking will reach Hongkong early afternoon.

HOESE QUARTERMASTER ALSO DEAD.

Mr. H. Thomson, Chief Engineer of the s.s. Anking, was killed in the attack.

Mr. A. W. Norris, Second Engineer, was also killed.

Mr. E. C. O. Bird, Third Engineer, was also killed.

Mr. T. Curry, Junior Third Engineer, was also killed.

Dr. L. K. Woo, who was on board, was also killed.

It is a tragic coincidence in connection with the murder of Mr. H. Thomson that his brother also met with a violent death while serving on a Hongkong ship.

He was involved in the Loongsang disaster in the 1923 typhoon.

The s.s. Anking is arriving in Hongkong early this afternoon, and arrangements have been made for her to go to Buoy No. 4.

Chief Engineer Harry Thomson joined the Company in October, 1920, and is unmarried. He was also due for 25 years' pension.

Chief Officer D. C. Jones was a native of Newquay, Cardigan-shire, and joined the Company in February, 1924. He is unmarried, and is due for 25 years' pension.

Captain C. E. Plunkett-Cole joined the Company in July, 1901, and is due for 25 years' pension. His wife is resident in Hongkong and there is also a son now serving as a Sub-Lieutenant in the Royal Navy.

HEAVY FIGHTING IN NORTH.

MANY CASUALTIES OCCUR IN OPERATIONS.

NUMEROUS PRISONERS.

Naval wireless messages received to-day state that fighting, with heavy casualties, is reported west of Tientsin, where the Nationalists appear to have the situation well in hand.

The surrender of the Chihli-Shantung troops and their round-up by the Nationalist forces still continues.

Over 30,000 armed and unarmed prisoners, together with guns and stores, have been moved west of Kueih from the Lanhsien area in the last two days.

Armed resistance on the railway at Kueih resulted in about 300 casualties. The railway from Lanhsien to Tientsin is now open again for ordinary traffic.

Fengtien troops are reported to have advanced and to be repairing the trench system on the east side of the Lan River.

CAPTURED LADY MISSIONARY.

MAGISTRATE SEEKING HER RELEASE.

With regard to the capture of Miss Tobin by Kwangsi bandits, a message has been received from Bishop Holden that the Magistrate of the district left for the bandit rendezvous yesterday apparently in an attempt to secure the release of the captured missionary.

Apart from this, no other news is available regarding Miss Tobin's fate.

In an attempt to dislodge the pirates from the stronghold which they have occupied for many years. It would thus appear that these measures have forced the pirates to find another base, and they have apparently chosen Hong-hai Bay.

New Base.

The latter is almost as suitable for their nefarious purpose as the more notorious bay. It is due north of Bias Bay, and only a few miles distant, and is well screened. It is also interesting to note that the last piracy plot was hatched from Bias Bay so long ago as May of this year.

It seems certain therefore that the interval has been devoted by the pirates to the removal of their base to Honghai Bay.

Last Piracy.

The last Bias Bay piracy was the one involving the s.s. Tean, also owned by the China Navigation Company, which was pirated while lying in Hoikow Harbour on May 27. The attack was made before the ship had sailed and in the early shooting the brother of the pirate chief was shot. The vessel was taken to Bias Bay, where the pirates were chased by a Chinese Customs launch.

A party was also landed from the destroyer, H.M.S. Somme, but the bandits succeeded in making their escape over the rough country. A prominent Chinese, taken as hostage by the pirates, fell over a cliff and was killed.

Since that time, there has been no apparent activity on the part of the pirates, but it now appears that, having changed their base, they have re-commenced their activities.

Naval Information.

The only information received this morning was to the effect that the Anking was pirated on the evening of Wednesday, the Chief Officer, Chief Engineer and the quartermaster being killed, and Captain Plunkett-Cole, the master, being wounded, presumably in a fight of the Bias Bay pirates, but it now appears that, having changed their base, they have re-commenced their activities.

Naval authorities also received headquarters, they have re-commenced their activities.

The Anking left Hongkong at daylight on September 10 for Amoy, Swatow and Singapore and it was on her return journey to Hongkong that the piracy occurred. The vessel was taken to Bias Bay, but pirates obviously boarded at Singapore. In recent months, however, following the pacific measures taken by the Chinese authorities a long time ago.

AMERICA REPLIES AT LAST!

NAVAL AGREEMENT IS CONDEMNED.

PROPOSALS QUITE BEYOND CONSIDERATION.

NO NEW SUGGESTIONS.

London, Sept. 28. After a delay of two months, the U.S. Government has ventured a Reply to the British Note setting out the terms of the Anglo-French naval compromise, and inviting American observations thereon.

In roundly disapproving of the whole, the Reply is fully in accord with forecath, but New York suggests that the opportunity would be taken of drawing attention to the prospects of a big building programme in U.S. prove unfounded.

The Reply was formally handed to the Foreign Office in London to-day.

Fulfil None of Conditions.

At the outset, it is declared that the Anglo-French naval agreement appears to fulfil none of the conditions which, to the American Government, seem vital.

COLONY THREATENED BY GALE.

Typoon Passes North of The Pratas.

MOVING THIS WAY.

Hongkong is threatened with a gale over the week-end as the result of the typhoon reported yesterday.

At nine o'clock this morning, the depression was situated about 100 miles north of the Pratas moving west.

The No. 2 Signal was hoisted at 3.40 a.m.

The agreement leaves unlimited a very large class of effective fighting ships, and this very fact would inevitably lead to a recurrence of naval competition, disastrous to national economy.

It is very pointedly stated that the only classes of naval vessels which the Anglo-French agreement proposes to limit are, cruisers of, or below, 10,000 tons, armed with guns of over six-inch and up to 18-inch calibre, and submarines, of over 600 tons.

The Government of the United States holds that any naval limitation, to be effective, should apply to all classes of combatant vessels.

Almed at U. S. 7.

The limitation of only such cruisers as indicated would be an imposition of restrictions only on the types peculiarly suited to the needs of the United States.

It is clearly apparent that the limitation of this type of vessel would add enormously to the comparative offensive power of any nation possessing a large merchant tonnage on which preparation may be made in peace-time for mounting 6-inch guns.

The American Note goes on to say that the present proposals are even more unacceptable to the United States than the proposal of the British "delegation" to the Three-Power Conference.

Door Wide Open.

The Note also strongly objects to the provision that submarines below 600 tons shall not be limited, and says that the United States, would gladly, in conjunction with all nations, abolish submarines altogether, but if submarines must be continued they should be limited to reasonable tonnage or number.

The United States would be happy to continue its efforts towards naval limitation, but cannot consent to proposals which leave the door wide open to the unlimited building of certain types of ships of highly efficient combatant value, and which restrict only the type peculiarly suitable to American needs.

The terms of the Anglo-French agreement would tend to defeat (Continued on Page 16.)

LOCAL OPTION IN THE CHURCH.

BISHOPS' DECISION ON PRAYER BOOK.

THE 1928 VERSION PERMITTED IF PARISH AGREES.

SPECIAL PROVISIONS.

London, Sept. 28. A fresh endeavour to restore peace in the Church of England has emerged from the conference of Bishops at Lambeth Palace, which has been giving further consideration to the problem created by the rejection of the Revised Prayer Book for the Church when Parliament rejected the Measure.

A notable feature of the conference was the fact that Dr. Randall Davidson, the Archbishop of Canterbury, was presiding for the last time before his resignation comes into effect.

As the result of the conference, the Archbishop of Canterbury and the Archbishop of York have jointly authorised the announcement that "during the present emergency and until further order be taken" the Bishops cannot regard as inconsistent with the loyalty and principles of the Church of England to use such additions to or deviations from the Prayer Book of 1662, as fall within the limits of the proposals set forth in the Revised Book approved in 1928.

The Approved Alterations.

It must be fully understood that the deviations permitted are only those contained in the 1928 Book, and approved by the House of Convocation and the Church Assembly.

The Bishops must regard as inconsistent with the loyalty of the Church, the use of any other deviations or additions.

Accordingly, the Bishops in the exercise of their legal or administrative discretion will be guided by the proposals approved in 1928, and will endeavour to secure that practices consistent neither with the Prayer Book of 1662, nor the Revised Book of 1928 shall cease.

Parochial Referendum.

Moreover, the official announcement goes on, the Bishops will regard it as a governing principle that no departure from the Book of 1662 will be permitted in public services in Church, unless the people as represented in the Parochial Church Council or (in the case of occasional offices) the parties concerned, be in agreement with the incumbent.

This is taken to mean that before any part of the Book of 1928 is put into practice, the incumbent must ascertain the wishes of his parishioners.

"The Conscription"

The Bishops recommend that permission to use "The Conscription" (The Canon) in the alternative order of Holy Communion, approved both in 1927 and 1928, should only be granted provisionally, in exceptional circumstances, subject to such conditions as the Bishops may determine.

It is made perfectly clear that the Bishops will regard all variations from and additions to the Order of Holy Communion as set out in the Prayer Book of 1662, except such variations and additions as the Diocesan Bishops may sanction in accordance with the Alternative Order of 1928, as irregularities which must cease.

Reservation of Sacrament.

Rubrics for the Reservation of Consecrated Elements will be further considered by a Committee of Bishops.

Pending the recommendations of the Committee on this important matter, new applications for permission to use the Reservation of the Sacrament should be granted only provisionally.

The statement concludes with a powerful appeal for the co-operation of Churchmen in this fresh effort to restore peace in the Church.—Reuter.

Bulls and Inners

From the Office Butts.

"The Scotsman, we understand," Some people Haytor look at the (says the Daily Press) "finds in football results on Monday, whisky a powerful aid." What about a few First-Aid Glasses for those who don't!

Nothing ails the stout fellows who play in the Steele and Coulson's Billiard League.

Now that "Chang" is finished, somebody is advertising for a large trunk. Too late.

A Portuguese is wanted to dig various articles, etc. digging for coal in Kwangsi. Here's a good job for a sale maker, very high. Nobody seems to have thought of letting out the province as a golf course.

The person who stole a pair of ladies trousers last week has been adequately described as a knicker. A local Scotsman who was ordered Vichy Water by his doctor took it in the right spirit.

According to a London writer, "statistics prove that the majority of divorces occur after ten years of married life." We suppose it doing the Club habit when he has taken about that time to save up no appetite for breakfast on the evening of the day following the necessary legal fees.

Wearing plus-fours is a sign of courage, particularly so if the wearer at the same time happens to be bow-legged.

A London man has just been fitted with a new skull. There's a hope for some of us yet.

We are surprised that nobody has described the Peace Pact as "Kelloggical."

A California man has just dislocated his jaw through yawning. This tends to discourage Government service.

Talking about cheroots, give some folk enough rope and they'll smoke themselves to death.

Chemistry will win the next war, says a London scientist, judging from some comradre sons of toll.

Several of the Chinese Armies haven't done any fighting for weeks. If this goes on for much longer, some of these generals will be blamed for not arranging additional fixtures.

We know of a Hongkong man who is hoping to be appointed a pilot attached to the Seaplane Club. He studied aviation at a Correspondence School.

"What are the Chinese coming to?" asks a contemporary. "The answer is the Tattoo."

Great words of little wives: "Wasn't Bimbo an affectionate dear?"

The question whether the League is worth its price all depends on what cents the nations have.

Bobby Jones, the U.S. golfer, is to help Al Smith in his presidential campaign. This should raise a new bogey in the Republican camp.

It is untrue that the Hongkong medical fraternity, in conjunction with the Chamber of Commerce, intends staging a tableau entitled "The Life Blood of the Colony" at the Grand Tattoo.

The man who takes a nap while holding a steering-wheel usually wakes up holding a harp instead.

Does the report that Tunney is never to fight again mean that he isn't to be married after all?

Pedestrians are now divided into two classes—those who pass in front and those who pass over.

The boy who used to take his watch apart to see how it worked, is now the man who takes his motor-car to pieces to see why it doesn't.

A Bournemouth youth was fined for stealing an aeroplane joy-ride. There's no telling where he will land.

Current rumours are that the Satirist and Veritas are thinking back of an official form. This is of staging a farewell party to a certain reverend gentleman.

We notice that sub-agents are wanted to sell medicated chewing gum. An opportunity to choose men of gumption!

A lady singer in Paris made a hurried and undignified exit when chased by a bull. Enough to make anybody hop erratic!

A contemporary reports that the drought has been terminated by rain. There are, of course, precedents for this curious phenomenon.

A musical cigar-box has appeared. The cigar with a jazz band is of course already familiar.

In contradistinction to the methods adopted by some Government departments, we received a letter the other day written on the back of an official form. This is a regarded in certain quarters as indication of a hard winter.



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THE K.C.C. ANNUAL MEETING.

PROPOSED INCREASE OF SUBSCRIPTIONS.

That the Club should increase the monthly subscriptions by 50 per cent in order to establish a reserve fund for the erection of the new club house which will be built when the club moves to King's Park in 1932, was the general opinion expressed at the annual meeting of members of the Kowloon Cricket Club held in the pavilion last evening.

Mr. R. E. Lindell, the president, reviewed the activities of the Club for the past year and commented upon the success of the two cricket elevens in the League last season. He remarked that the grounds were in splendid condition and that the Club not only possessed the best bowling green but also the best wicket in the Colony.

After the minutes of the last meeting had been read, the chairman addressed the meeting, said:

"The report and accounts of the Club for the year ending on the 31st July last having been in your hands for the necessary week, I will, as usual, with your permission take them as read."

There is but little in the Report to comment on. The Club had a most successful year all round especially at cricket. Though we did not win either Shield, our 1st League team was the strongest we have ever had, and but for the luck of the draw which made it necessary for us to play two of our hardest matches on the small and tricky grounds of our opponents we might have beaten the University's fine record.

The 2nd XI also had a most enjoyable and successful season, and we look forward with confidence to seeing both teams do equally well, if not better, this year. We shall miss Lyle and Reynolds, but I hear of one or two most promising young players who are training on to fill the gaps.

Bad Lack of Success.

At Lawn Bowls, the sad lack of success of our senior team was amply atoned for by the brilliance of our 2nd League, and at Tennis the three Divisions of the League and the friendly matches arranged brought pleasure though without any marked success to a large number of players.

The events of our annual Tennis Tournament were fairly well patronized, but I must admit that I personally am not satisfied with the way that year after year this Tournament drags on right through the summer to its weary end, and I strongly urge the new tennis sub-committee to devise some means of speeding up next year's events.

Our grounds are in splendid condition, and we can now pride ourselves on having not only the best bowling green but also the best wicket in the Colony.

Building Improvements.

As regards our buildings, the annual general meeting of a year ago authorised an expenditure of \$2,000 on this pavilion, and I am sure you will agree that the money has been well spent, the extension of the main club room right through to the back being in particular a great improvement.

In accordance with the usual practice, the amount expended—\$1,019.10—appears among our assets in the balance sheet, and will be written off in the next three years.

Your committee records with deep regret the deaths of two members, G. R. Haywood and G. V. Hughes.

The Accounts.

Turning now to the Accounts, I must admit without equivocation that we hoped to show something better than a loss of \$700 on the year's working. Your Committee was, however, handicapped from the start by the heavy expenditure of nearly \$800 involved in making good the damage to this pavilion caused by the typhoon of August, 1927, and furthermore at the end of the Club year it was found necessary to remove from the membership list some 20 members whose whereabouts was unknown, whose subscriptions for the year there was no chance of collecting, and whose unforeseen defection caused a drop in the Club's income of \$500.

To go into the working account in greater detail, entertainment is up about \$90, and the cost of gear about \$170, both these increases being due to the greater number of tennis and especially cricket matches played. Cricket balls alone cost the Club \$500.

Increased Lighting.

That lighting, which includes fans, is up \$240, is due to the extra lights and fans installed in connexion with the general improvement of this building. Why water cost \$100 more

I'm not sure, as I have noticed no wave of tectonism overtaking the Club (laughter). Possibly it is explained by the wonderful condition of our bowling green and cricket pitch.

Interpretation cost us \$140 more than in 1927-28, but this is accounted for by our increased donation of \$200 to the general entertainment fund and by the extra expense involved in acting as hosts over here to both Malaya and Shanghai.

The "Dance and Concert" account shows a deficit of \$153 and this represents the cost to the Club of the free concert to the Troops that we gave in September last.

Children's Sports.

The Children's Sports cost us again rather more than in the previous January, and I invite members to contribute yet more liberally towards this treat for the kiddies. But for \$200 from Mr. J. H. Taggart we should have had a heavy loss to meet.

On the Income Side, it must be admitted that the Bar return, though the percentage of profit is slightly higher than in the previous year—30.5 against 29.5% net, is not altogether satisfactory. Your Bar sub-committee were faced during the first 4 months of the year with what looked like a serious leakage but it was found impossible to detect the exact cause. Measures, however, were taken to deal with the situation and for the rest of the year the returns were more satisfactory.

In a big Club like this with a large Bar turnover and a considerable miscellany of drinks always in stock, the Bar Committee has a most arduous and thankless job. It is easy enough to blame them when things don't go right, but extremely difficult to find capable volunteers for the job.

Healthy Sign.

While subscriptions, as I have already explained, are down \$500, Entrance Fees are up by over \$100 which is a healthy sign.

Our bank interest has dropped \$150 partly because of the redeeming early in the year of our holding of Hongkong 6% War Loan and its transference to Fixed Deposit at 4½%, and partly because your Treasurer considered it better to have to review the wisdom of the policy followed.

Coming now to the Balance Sheet, the liabilities side includes two items which need explanation.

As regards "Balance of Current Account overdrawn—\$3,445," I have already explained why your Treasurer preferred to work on overdraft system. The overdraft at the beginning of each month was caused by the payment of the Club's bills before members' dues for that month were collected. As those dues come in during the following month the overdraft disappears. At present we have no overdraft.

Architect's Fees.

You will next see that we have deducted from reserve the sum of \$344.25 to pay the fees of the architect who drew up plans for the extension of this pavilion in 1926. These fees were not claimed until this year and as your Auditors agreed that they were not a fair charge on the 1927-1928 working account they have been paid out of reserve.

On the assets side, there is little to comment on. You will notice that sundry debtors, members' accounts, \$4,423.46 is nearly \$1,000 in excess of the amount of the overdraft already referred to.

It may be that the \$3,900 at which we value our Furniture and Equipment is rather low, but your incoming Committee carefully to scrutinize all the figures in the Club's books and see whether it is desirable to cut any of them down.

Architect's Generous Offer.

The chairman mentioned that Mr. Brace had promised to coach young cricketers and commended players to take advantage of this opportunity. Mr. E. S. Abraham seconded the adoption of the report and accounts. Mr. E. Kern drew attention to the entertainment account. He said that as far as he understood the system at present was that the Club paid half the costs of entertaining other clubs while the members participating defrayed the other half. Feeling as the Club had entered a big loss this year some way should be devised to reduce the entertainment expenses. Mr. Kern suggested that members should be required to pay for two-thirds of the total cost.

Referring to the increase in water Mr. Kern said that the season had

not been particularly dry and suggested that the cooler might have been more careful. \$100 was an awful lot of money, he remarked.

Mr. E. D. Shank announced that he had been authorised to re-imburse to the club the sum of \$244.25 which had been paid as fees to the architect for plans submitted for the extension of the Club House in 1926.

The chairman, amid applause, thanked Mr. Shank for his firm's generosity.

The adoption of the report and accounts was put to the meeting and carried unanimously.

Election of Officers.

The election of officers for the ensuing year was then proceeded with. Mr. Abraham said that he had much pleasure in proposing the re-election of Mr. Lindell as President. Mr. G. A. V. Hall seconded and the proposition was unanimously carried.

Mr. Lindell thanked the meeting once again for having elected him President. He was afraid that he had not been to the Club as often as he would have liked on account of the weather but he assured the members that he had the interest of the Kowloon Cricket Club very much at heart and would continue to do his level best to help the club along.

In proposing Mr. Abraham as vice President, Mr. Lindell said that he had much pleasure in returning the compliment. After being duly seconded, Mr. Abraham was re-elected vice-president.

Mr. F. Goodwin was elected Captain of the Cricket eleven with Mr. W. Brace as vice-captain.

Mr. J. P. Robinson was re-elected Hon. Secretary and Mr. C. J. Roe was elected Hon. Treasurer.

Before the election of the General Committee, Mr. C. J. Tatchell proposed that one member be elected on the committee to represent the lawn bowlers of the Club, as they should be entitled to a voice on the committee. The motion was seconded by Mr. J. Fraser.

The chairman pointed out that there was nothing in the rule to prevent such a step being taken, remarking that the members were required to elect one lawn bowler to the committee first and then to elect seven others.

It did not follow, added the chairman, that the bowls representative would be the convenor of the Bowls sub-committee.

Lawn Bowler Elected.

Mr. Tatchell replied that that was what he would like to include in his proposition.

Mr. Kern supported the motion which when put to the meeting was unanimously carried.

Mr. J. Fraser was then elected to represent the bowlers.

The following seven members were also elected to serve on the General Committee: Messrs. B. Petheram, W. Brace, W. W. Hirst, H. Overy, A. Hyde Lay, E. C. Fincher and A. Chapman.

Before members of the ballot committee were elected, the chairman said that in previous years in order to save time, the members who had been proposed and seconded to serve on the General Committee but who were not elected were automatically elected to serve on the ballot committee with the addition of others to make up the required number. The committee had, however, pointed out that this system was not satisfactory and this year it was decided to hold a separate election for the ballot committee.

The following members were elected to the ballot committee: Messrs. E. D. Shank, A. W. Brown, N. H. Ross, O. B. Raven, A. C. Burford, J. A. Howe, S. Jex, A. C. Silikane, A. A. Dand and C. J. Tatchell.

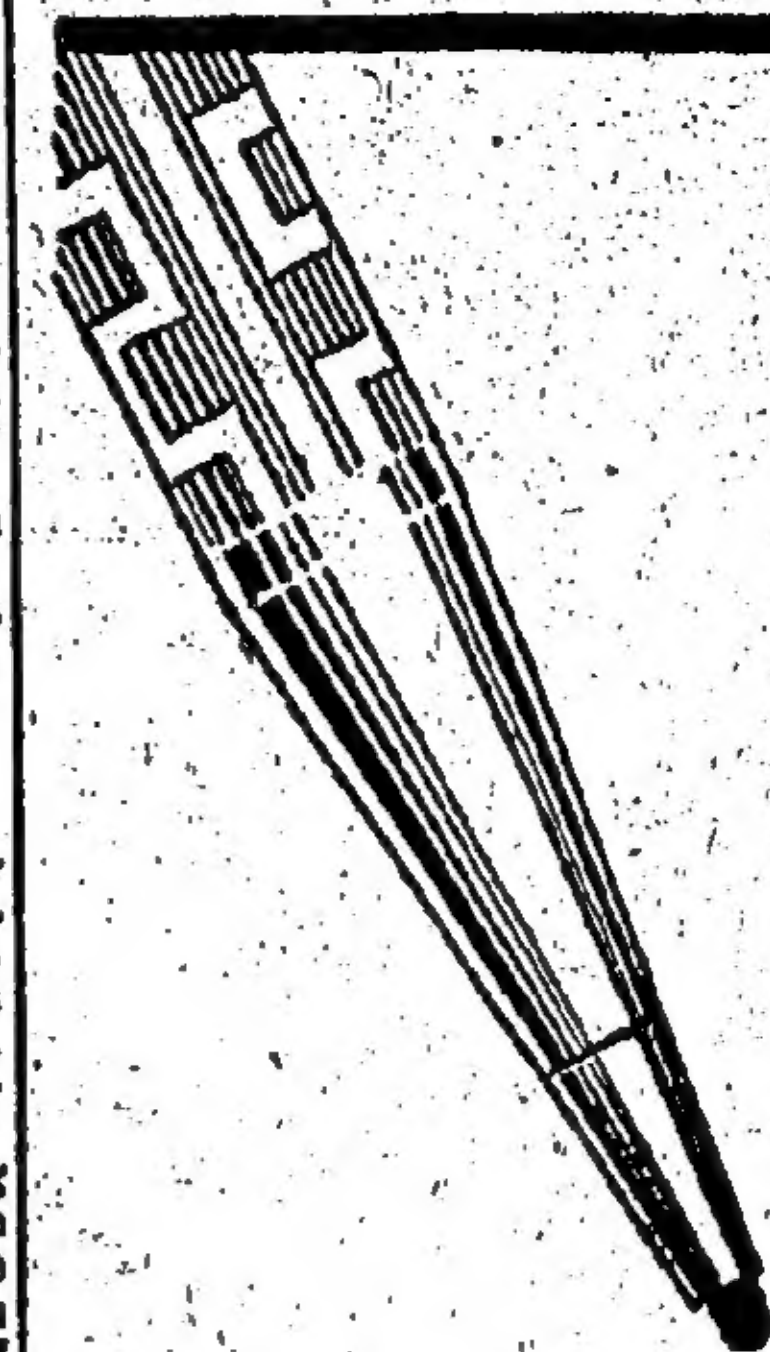
The usual honorarium of \$350 each to the hon. secretary and hon. treasurer were granted. Messrs. Lowe, Bingham and Matthews were re-elected auditors at a remuneration of \$100.

Increase of Subscriptions.

The chairman then invited the members to express their opinions regarding the increase of the annual subscription. He remarked that as far as they knew officially, they still had to vacate their present premises and to move to King's Park on January 1, 1932, but before that they should have to build a club house. They had \$20,000 cash reserve but they needed more than that to build a club house. It was intended that a reserve fund be created to raise, say a few thousand dollars, to go towards the cost of building the pavilion and the best way of raising that reserve was to increase the monthly subscription by 50 cents.

The chairman pointed out that the annual general meeting could not pass any resolution to that effect but that an extraordinary general meeting would have to be called at a later date.

(Continued on Page 15.)



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MY GOLLY, LADY, YOU'RE BETTER FIRED ON VEGETABLES THAN I AM—

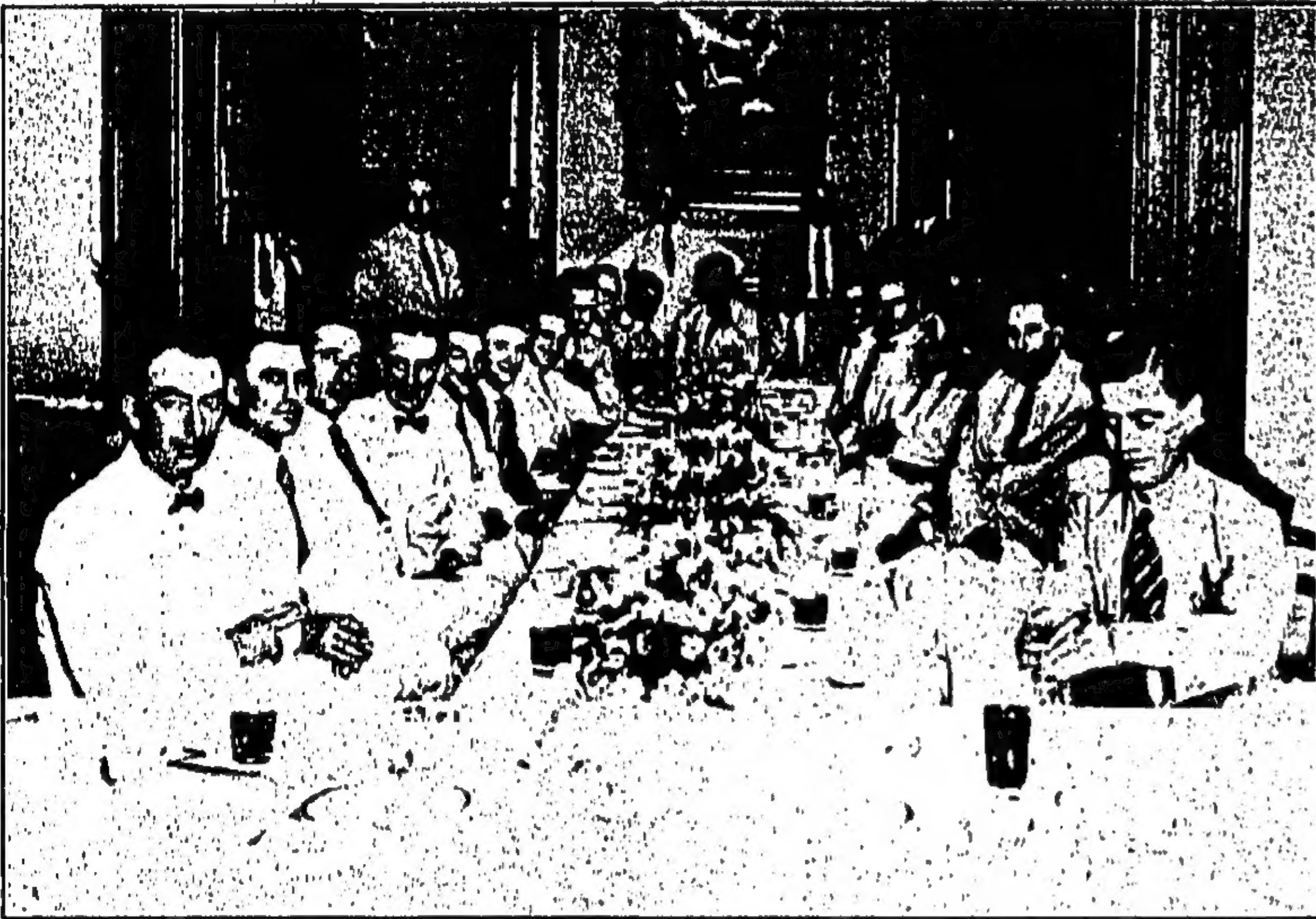
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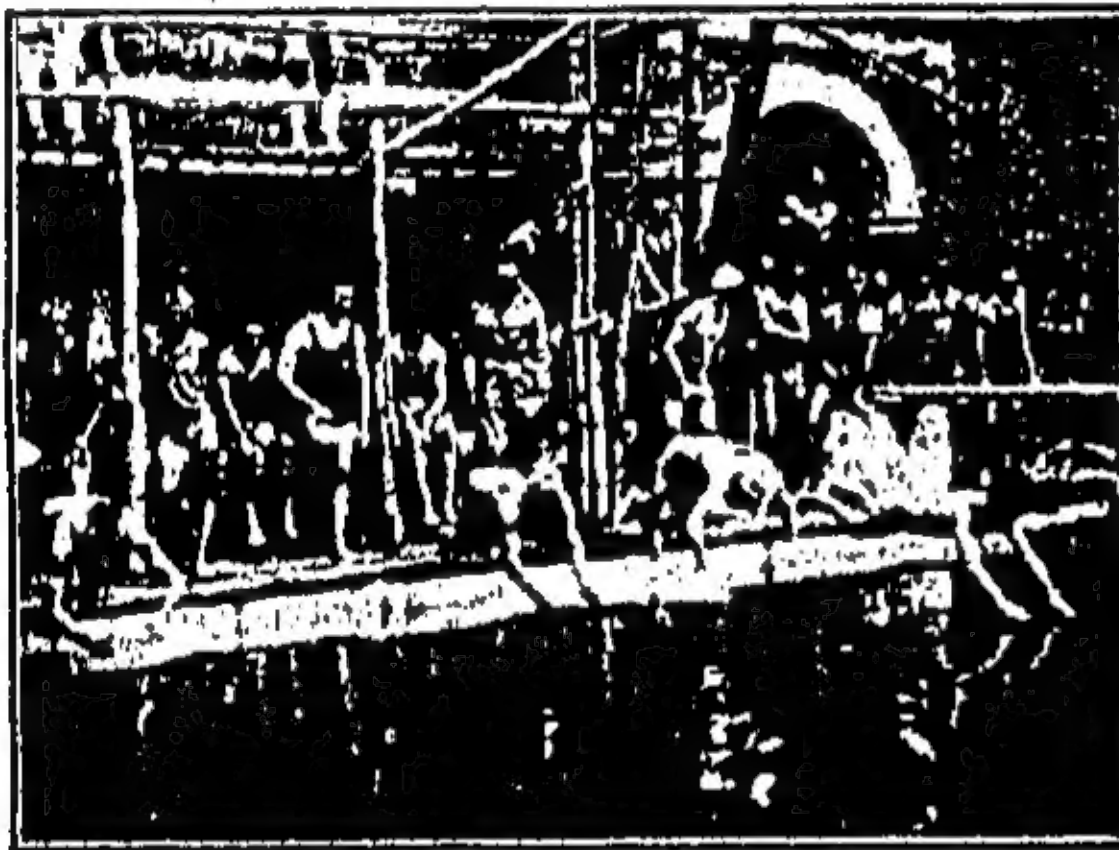
The P. W. D. teams who reached the final of the Civil Service Summer Football League. Left, the "White" team, winners; right, the "Blue" team, runners-up. The winners were defeated by The Rest at Causeway Bay last Sunday. (Photos: Mee Cheung).



An interesting photograph taken at the farewell dinner given by members of the Easna Club to their President, Lieut.-Col. F. Hayley Bell, on the eve of his departure from the Colony.



Group taken at the wedding of Mr. E. J. J. Spradbery and Miss P. Spradbery Rix at St. Andrew's Church, Kowloon, on Saturday last.



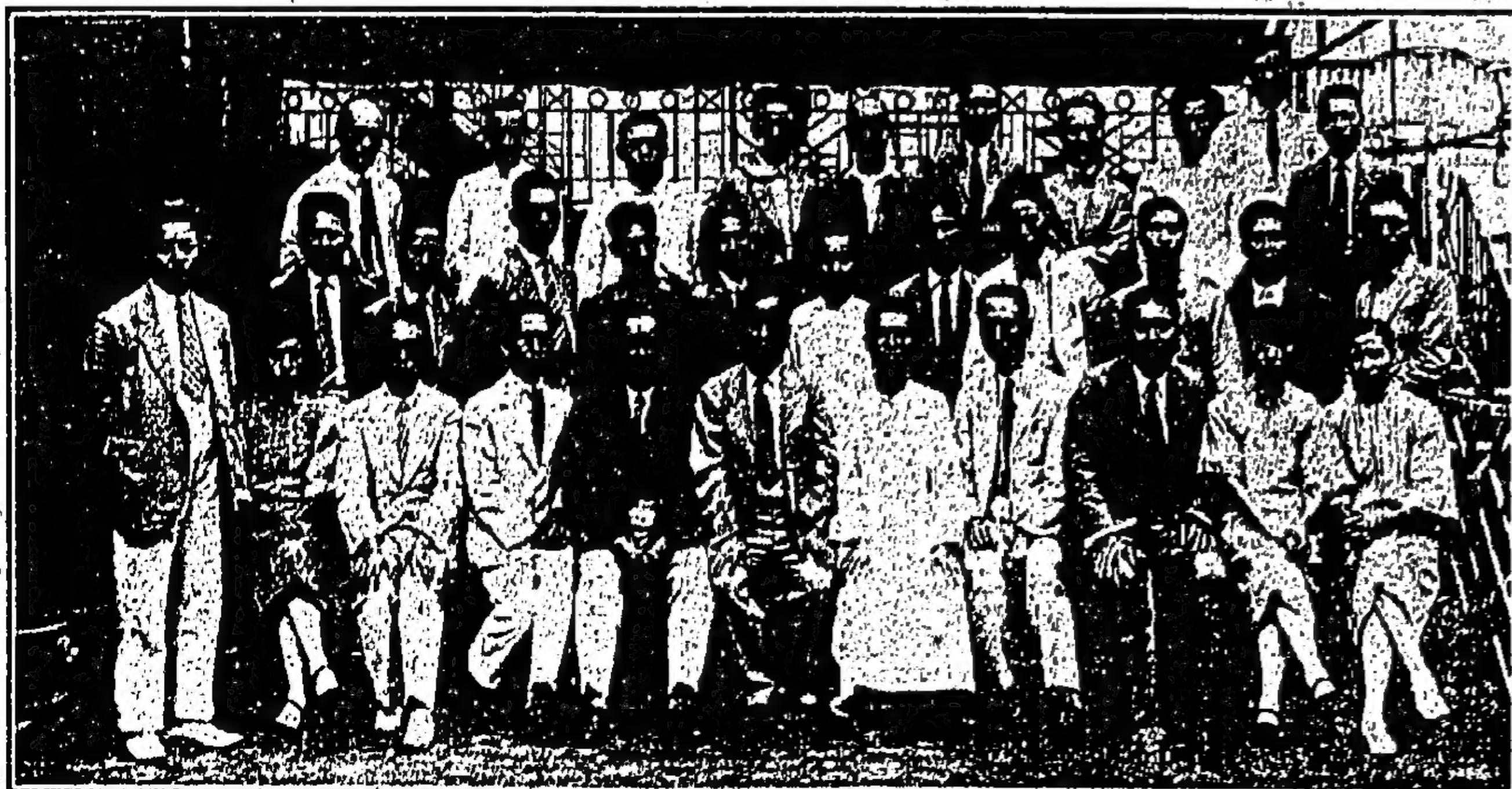
Snapshots taken at the South China Command Army aquatic sports at the V.R.C. Left and right are seen competitors getting away, whilst in centre young girl swimmers are receiving their instructions before plunging in. (Photos: Mee Cheung).



Miss Regina Rosario, who is the Hongkong District Officer of the London Health and Strength League. She is a pupil of Professor A. J. Mauricic.



This photograph was taken in the Ballroom at Government House on Wednesday, when there was a large gathering of Girl Guides to witness the presentation of a souvenir to Lady Stuart Taylor for her work in the movement. (Photo: Ming Yuen).



Group taken after a complimentary luncheon in Hongkong to Mr. Koo Ying-san, former Finance Minister in Canton, who returned from France last Tuesday. Mr. Koo is fifth from left seated. (Photo: Mee Cheung).



Professor A. J. Mauricic and his pupil, Mr. M. F. Houghton, the San Nam Ho! piracy hero, who, although of big build, is very lively on his feet.

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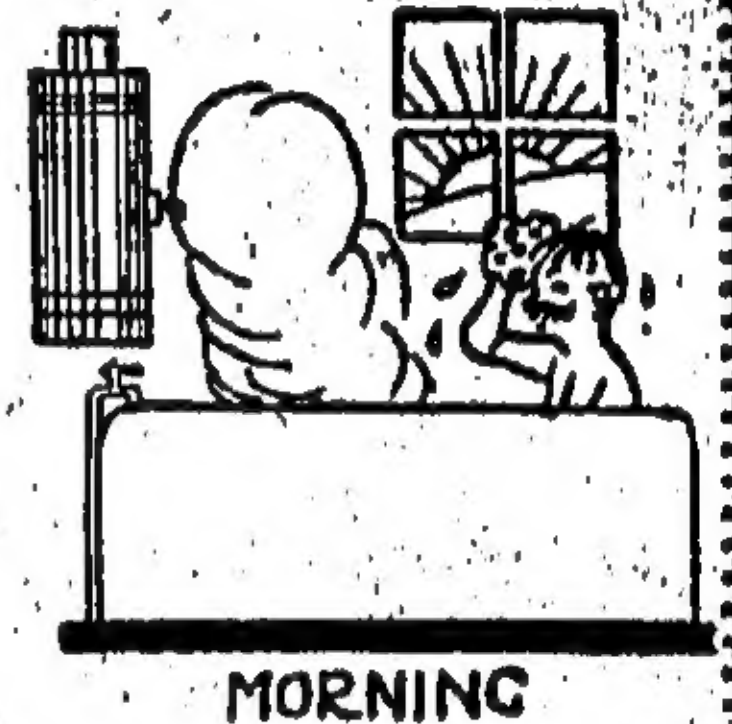
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SAHARA DESERT TO BE FERTILE?

VAST SCHEME UNDER CONSIDERATION.

NEW INLAND SEA.

A new scheme for the flooding of a large area of the Sahara Desert south-west of Tunisia and to the west of the Gulf of Gabes has been outlined to the French Government by the eminent Boston business magnate, Mr. Dwight Braman, who was responsible for the great irrigation undertakings in California in the early Nineties.

Mr. Braman's African scheme, if it were to succeed, would open up a vast area of hitherto unproductive country, for, linked with the project of pouring the waters of the Mediterranean into an area at present beneath the level of the sea, is the further plan for damming the river flowing south from the Aures and the Atlas Mountains and thus collecting rain water for irrigation purposes which is at present lost in the Sahara.

The new inland sea formed would, it is expected, bring more extensive rainfalls and would also serve as a ready means of transport for the fertile lands to be opened up on its borders.

The following details of Mr. Braman's plans are now given.

Three Canals.

The part of the Sahara which it is proposed to inundate is bounded on the North by the Aures and Tebessa Mountains and on the west by the ridge of high ground whose watershed runs south-west from Boussadia to Colomb Bechar. The portion of the area which can be flooded most easily extends from a point 50 miles south of Biskra and extending east to the coast, a distance of 235 miles.

Biskra itself is 380 feet above sea level. On the western edge of the proposed sea the ground falls sharply, so that at 1,200 yards from the shore the depth of water will be 30 feet. The gentlest slope is to the north at the foot of the Aures. The submersible area is given at 30,000 square miles. In the central portion of this area the depth below sea level ranges from 65 to 1,000 feet.

Mr. Braman proposes to construct and exploit three canals or more, the first running to the west of the Gulf of Gabes and being 14 miles long, the second, also running to the west, four miles long.

These canals would link up the lakes or "chotts," whose existence is due to the junction of two systems of drainage, so that water is always present, though there may be an upper crust, frequently of pure salt up to two feet thick.

Series of Dykes.

The country bordering on the "chotts" is known to be very fertile, only requiring water for its development. In order to exploit this area Mr. Braman proposes to build a series of dykes similar to those built at San Diego in 1890 to hold not only the water which is at present lost in the Sahara, but also the water running from the Aures northwards, which is lost in the Mediterranean.

In all twenty dykes are contemplated if approval to their building is obtained from the Governors of Algeria, Tunis, and Morocco. Trees will then be planted on the hills, where there has been no vegetation for over 2,000 years, and this incidentally it is hoped, will prevent the floods which often devastate the country in the winter, destroying much property and at the cost of many lives. It is Mr. Braman's ambition to make of North Africa a continent where there will be no more sirocco outside the Sahara and where people can live, crops ripen, and cattle and sheep remain all the year round.

Indian corn would be sown for the cattle and sweet corn for human consumption, while fruit of every description would be grown as in California. Mr. Braman also holds out the hope of cultivating cotton and sugar cane, which would enable France to produce gunpowder and be independent of any other nation in that respect.

Factories would be erected, worked by hydraulic power, utilising the waterfalls which now go to waste, and the tribes would have fresh water and electricity for sanitation, heating and lighting.

Europe would reap in Africa an evergrowing crop of corn, barley, oats, and would be supplied with a new source of beef, mutton, wool, and wine; while Algeria, together with the two Protectorates of Tunis and Morocco, would afford France a still greater means of prosperity and economic supremacy.

European Habitation.

Mr. Braman, indeed, looks forward to the time when the desert spaces will be made habitable for Europeans all the year round, both north and south of the Aures



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At a Chesham, Bucks, inquest the Coroner refused William Arthur Bone his witness fee, remarking: "I cannot help thinking that you know a great deal more about this than you care to tell. I think you are withholding a deal of information, and I am convinced that you set out that night trying to search for deceased." The inquest was on Ellen Martha Gomm, a servant of Chesham, aged 20, who threw herself in front of a train near her home a few minutes after she had left Bone. A verdict of "Suicide" was returned.

heights, whereas at present Europeans can live for only five months of the year in the north and the natives for only five months of the year in the south.

The kind of colonists who went out to America in the early days would be welcomed for the exploitation of the new country. The new colonists would be supplied with the most improved plant instead of the hand implements which the Arabs have been using from time immemorial. They would be given farming concessions and would be taught intensive cultivation at special classes on agriculture and on irrigation, as was the custom in South California, where six crops of alfalfa grass were obtained instead of one by applying the principle of "dry farming." New ports, with breakwaters, would have to be provided at Gabes and on the north coast, and the existing ports would have to be consolidated as at Oran. New lines of boats would also have to be established to meet the demands of further traffic.

Official Action.

Mr. Dwight Braman's negotiations with the French Government in connexion with his Sahara reclamation scheme are proceeding normally. He addressed a letter on May 26 last to M. Albert Sarraut, the Minister of the Interior, who is the Minister chiefly concerned, containing the gist of his scheme for irrigation, and for the formation of the Sahara company. This was supplemented by a second letter to M. Sarraut on August 6, dealing with the problem of colonisation and agricultural development.

Mr. Braman's proposals have further been the subject of interviews between him and M. Albert Tardieu, Minister of Public Works, M. Painleve, Minister of War, and M. Jules Cambon, who have all expressed themselves favourably on the subject. The essential part of the project has been forwarded to the Governor-General of Tunisia, the Governor-General of Algeria, and to M. Steeg in Morocco, the two latter districts being also indirectly interested.

The Governor-General of Tunisia is at the present moment engaged in taking the opinion of the Arab chiefs who would be affected by the construction of the inland sea.

The whole matter will come before the Cabinet meeting when the principles involved will probably be discussed. Mr. Braman hopes to receive a definite answer from the French Government as to the acceptability to his project in about a month's time.

In an interview with Mr. Braman, Signor Mussolini declared his scheme to be "A Roman Idea," and asked to be kept informed as to its progress. The creation of Mr. Braman's inland sea will considerably affect Tripolitania.

A short note on the subject has been prepared and circulated to the French Press.

Hard-headed Bostonian.

Mr. Braman is a tall, white-haired Bostonian of 67, with friendly manners and a singularly lucid manner of setting forth a difficult subject. He is eminently a man of business, and has been a stockbroker. He was largely responsible for the introduction into America of the Daylight Saving Bill, which, as he says, enabled two million extra tons of coal to be dug for the use of the Allies during the war.

Mr. Braman has that combination of fine enthusiasm and horse sense that is characteristic of New England and has been at the back of much of America's best work in the world.

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{ Wing Woo street
TEL Central 25THE KING OF
HOAXERS.ARREST OF MAN WHO HELD
ARMY REVIEW.

BOGUS PRINCE.

Europe's most redoubtable swindler has been captured by the French police at Sarreguemines, in the Moselle Department.

He is Stephane Otto, known to his accomplices as "Stephane the Great," on account of a long career of amazing exploits unequalled even in the wildest crime fiction. He was arrested in a cafe by a detective who has been looking for him for months. He was wearing the uniform of a French naval captain, with a score of decorations.

Otto is a handsome man, and speaks four or five languages perfectly. His aliases have been legion. Among them are the "Baron de Horne" and the "Duke of Tervouren."

He has also passed himself off as a son of the late King Leopold of the Belgians; a son of M. Maurice Maeterlinck, the famous Belgian author, and as the nephew of a well-known cardinal.

Held a Review.

Born in Liege he deserted from the Belgian Army during the war, but had papers to prove that he had had a brilliant war record.

These stood him in good stead when he was first arrested in France in 1923 on a charge of petty fraud. He was acquitted on account of his "services in the field."

His biggest effort was performed in 1919, when, posing as a member of the Belgian General Staff, he arrived in Coblenz, then the headquarters of the American Army, and held a review.

At the request as he declared, of King Albert, he conferred on Major-General H. T. Allen, commanding the American Forces, the Grand Cross of the Order of Leopold.

He also paid a visit to M. Tirard, French High Commissioner of the Rhineland, and posed as Minister Plenipotentiary of Belgium, with the result that he was hospitably entertained.

It is said that during his visit to the occupied area he borrowed money from no fewer than 400 American and British officers.

He saw service with General Wrangel's Army in Russia, and later visited Constantinople. Here he was so successful in posing as the Belgian Ambassador that he was received by the Sultan.

On two occasions he had remarkable escapes from prison.

Arrested in Belgium on a charge of obtaining money on false pretences from the military authorities, he feigned illness, and was taken to hospital. There he drugged his guardian and escaped.

At Rennes, later, he was arrested for travelling without a ticket. Next day one of his confederates, giving himself out as the Public Prosecutor, rang up the governor of the prison and ordered the release of the arrested man, then posing as Captain Maetlinck.

His papers were so formidable that the governor had a guard of honour on the spot when the "captain" left the prison.

In 1925 he spent some time in a Swiss gaol, and two years later he was arrested as Otto de Budy for swindling an English clergyman at Spa, in Belgium. He denied the charge, saying that at the time of the alleged fraud he was serving with Abd el Krim, and had just escaped.

At Buckingham Palace.

In 1922 he appeared in London as a major of the Belgian Air Force, with "documents" empowering him to place big contracts.

Calling at Buckingham Palace, he sought to interview the Duke of York on aviation matters. A Court official was suspicious, however, and the police were called.

As a result he was brought before the Westminster magistrate, and the police having proved that his letters of appointment, "signed" by King Albert, were forgeries, he was sent to prison for three months and ordered to be deported.

Of late he has been engaged in numerous strange enterprises, and the French police have a long list of charges to prefer against "Stephane, the Great."

Vancouver, Sept. 4.—Lord Lovat, Under-Secretary for the Dominions, on leaving Edmonton for Peace River, effectively disposed of complaints that miner harvesters were not receiving the jobs and wages promised.

He deplored the Press publicity given to nineteen who wanted to return, while the Press said nothing of the 8,000 all over the West who were perfectly satisfied with their jobs, wages, and treatment. No promise as to wages was made in England, he declared. They were told that wages would be from three to five dollars, the latter rate operating when threshing began.

BAD ELLIS ISLAND
REJECTIONS.ACTION OF SHIPPING
COMPANIES.

PORT OFFICIAL SUED.

Eleven shipping companies engaged in the Transatlantic passenger trade have filed actions in the United States Federal Court, claiming 150,000 dollars from the Collector of the Port of New York for alleged improper rejection of immigrants carried in their vessels. Immigration into the United States of America has long been a thorny subject, and a certain amount of dissatisfaction on the part of many interests has been revealed for some time.

Not least amongst those who have considered they have long had a legitimate grievance against the American authorities are the European shipping companies.

Their dissatisfaction has now come to a head with the filing of suits by eleven companies in the United States Federal Court, claiming 150,000 dollars against the Collector of the Port of New York as reparations for the alleged improper rejection of immigrants carried by these lines.

The amount is claimed as a return of moneys expended by the shipping companies in maintaining and carrying immigrants who have recently been refused permission to land in the United States.

The companies involved include the Cunard, the National Steam Navigation, Svenska, the America Line, the International Mercantile Marine, the United Steamship Co., Compagnie Generale Transatlantique, Compagnia Sud Americana de Vapores, Navigazione Generale Italiana, and the Transatlantico Italiano.

The American authorities, and such of the plaintiff companies as have offices in England, have refused to make any statement.

After exhaustive inquiries in Transatlantic shipping circles in London, however, it is learned that trouble in this direction had been brewing for some considerable time, and that the present suit was in the nature of a test case.

Precautions Taken.

The companies, it is understood, have for long been dissatisfied with the application of the law by the New York Port authorities, and their concerted action at this time would seem to point to their definite conviction of irregularities in this matter—irregularities which in shipping circles have been discussed for some time.

The United States Immigration Laws, dated March 1, 1927, provide stringent penalties for shipping companies bringing in aliens who are medically unfit. The list of ailments given in definition of this term are as follows: "Idiocy, insanity, imbecility, feeble-mindedness, epilepsy, constitutional psychopathic inferiority, chronic alcoholism, tuberculosis in any form, or a loathsome or dangerous contagious disease."

The penalty for bringing in any such person to American shores is a fine of 1,000 dollars, to be paid to the Collector. Further, the shipping company must hand over to the Collector the amount paid by the immigrant for his fare, which will be handed to him by that official.

In addition, the companies have to return the alien in question to his native shore and maintain him pending and during the voyage.

The shipping companies, at any rate in England, and doubtless in all European countries, conduct a most stringent medical examination of all intending immigrants before they will accept them as passengers.

The examination leaves few loopholes for an "undesirable" to get through, in view of the great risk taken by the companies in carrying such a person.

"The Last Straw"

One company admitted that, in the past, isolated cases had managed to slip through in some way when perhaps hundreds were being examined at the same time, but the numbers were very few, and when they were discovered the companies admitted their mistake and paid the penalty.

Recently, however, the number of immigrants passed as fit in Europe, but rejected on the other side, had evidently become too marked for the companies to take the situation lying down, and the action by no fewer than eleven big lines would appear to be the outcome of very considerable provocation.

The straw which finally broke the camel's back, according to Reuters, was the refusal of a number of immigrants who had lived in America for five years, and had merely been away on holiday, with every intention of returning to the land of their adoption.

The miners he met were an excellent type, strong and anxious to work and settle down as good Canadians. Many have jobs promised to carry them over till next spring. Lord Lovat added that he advised them to dig in and take anything being offered for the winter. "They are just the sort Canada wants," he said.

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July 1928 to June 1929

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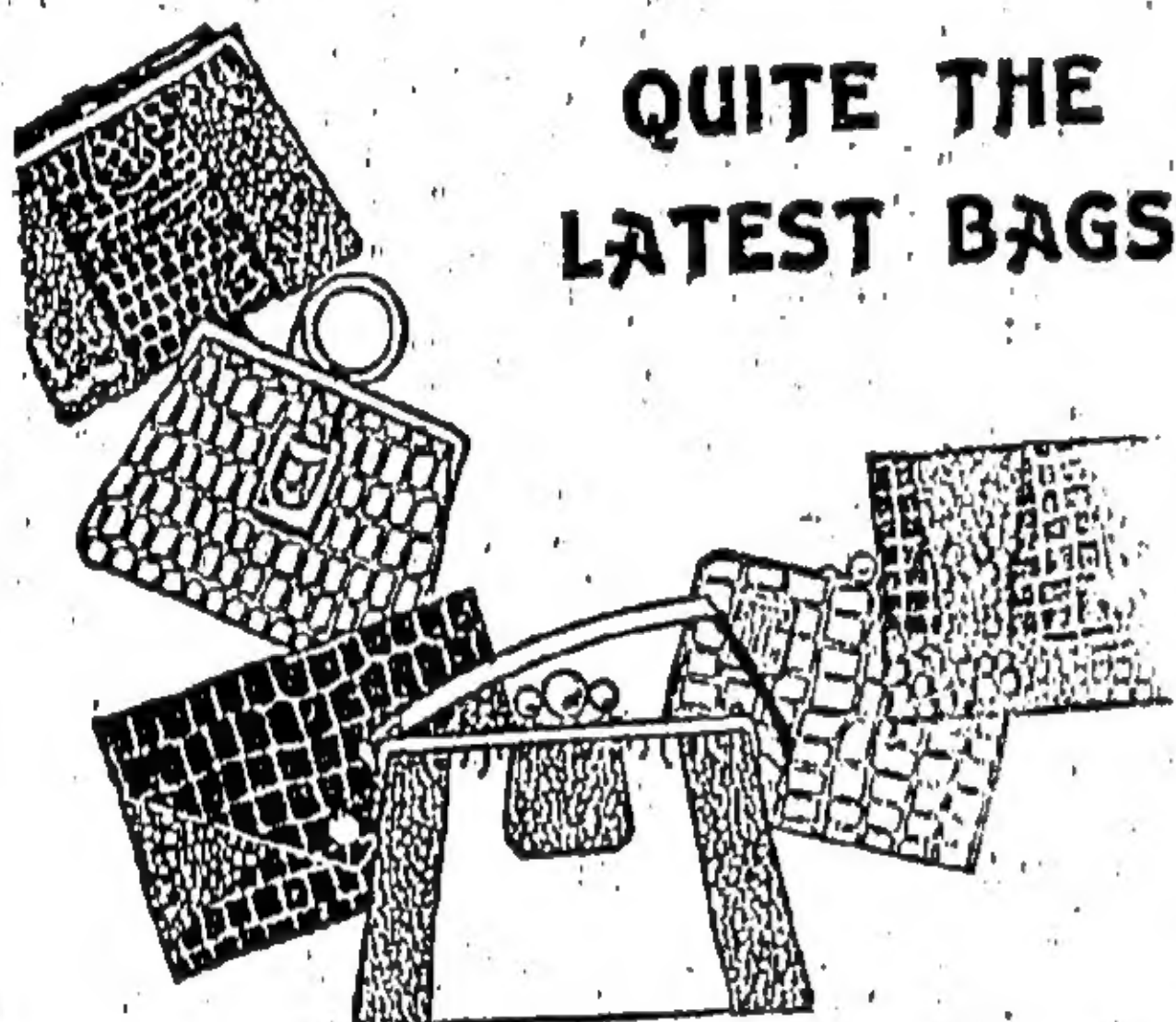
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TO-DAY'S FILMS.

"LOVES OF CARMEN" AT THE QUEEN'S.

The many passionate amours of Carmen, the fiery tempered gypsy cigarette girl, in "Loves of Carmen," will be screened for the last time to-day at the Queen's Theatre. Dolores Del Rio, who portrayed "Carmen," gives a brilliant performance in the role of "Carmen." Victor McLaglen, the Captain Flagg of "What Price Glory," has the part of a mighty torador. Thrilling scenes of an actual bull fight, magnificent settings, skilled photography and the remarkably fine acting of the principals make of "Loves of Carmen" a picture which should not be missed.

"The Gaucho."

The inimitable Douglas Fairbanks is seen at his best in "The Gaucho," a thrilling story of romance and adventure in South America which also closes its season to-day at the World Theatre. Doug appears as a bandit outlaw who looks towns and villages with impunity until he finds regeneration at the shrine of the Miraculo City. Lupe Velez and Eve Southern, Doug's two new leading ladies, provide excellent support for the star, whose athletic stunts, needless to say, are as wonderful as ever.

"The Brute."

"The Brute," an exciting story of the Oklahoma oil rush, telling how a slow-witted young man became a fighting hero for the girl of his heart, will also be screened for the last time to-day at the Star Theatre. Monte Blue, Lella Hyams and Clyde Cook are the leading players in this picture which is a blend of thrills, comedy and romance.

CLODBURST RUINS CATHEDRAL.

BELLS CRASH THROUGH ROOF.

Rome, Aug. 30. Although lasting only 15 minutes, a cloudburst over Monza yesterday evening caused great havoc, partly demolishing the ancient cathedral, whose belfry crashed through the roof.

The statue of King Agilulf, weighing five tons, was lifted like a feather and decapitated.

Numerous factories sustained heavy damage, chimneys crashing through roofs. Eight people were killed and 60 wounded, most of them workers who were trapped in factories.

The Royal villa at Monza, the late King Humbert's favourite summer resort, was severely damaged. Streets and gardens are littered with dead birds, the bodies of three thousand having been picked up.

The famous "Iron Crown" of the Lombards is preserved at the Cathedral of Monza. King Agilulf's reign extended from A.D. 592 to 616.

MINISTER'S CAR STOLEN.

FOUND ABANDONED AFTER ALL-NIGHT SEARCH.

A \$3,000 motor-car belonging to Mr. F. A. Sterling, the United States Minister in the Irish Free State, was stolen from outside the Abbey Theatre, Dublin, on Saturday night.

All night police were searching for the car. They found it eventually at Shankill, near Dublin, undamaged.

The police believe the car was taken for an escapade by people who were not aware of the identity of the owner.

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A NEW DESIGN.

It is announced that an attempt is now being made to evolve a new type of fighting aeroplane, which will beat all existing types in speed and climbing power, and will yet be fitted with an air-cooled engine.

The new engine, no details of which may yet be given, represents a revolutionary departure from all present air-cooled engine design.

If it proves successful, it should be lighter than any water-cooled engine of equal power, besides having as small a cross-sectional area.

It is being built by a firm which has achieved a leading position in the design and construction of high-speed aero-engines, and the designer is a famous racing motorist.

This new departure is of particular importance, in view of the reports issued at the time of the Air Exercises stating that aeroplanes fitted with air-cooled engines must of necessity be slower than those fitted with water-cooled engines.

With existing designs this is true, and the new engine has been evolved to combine the advantages of air-cooling and water-cooling.

Less Vulnerable.

The air-cooled engine is less vulnerable on service; it is easier to produce, and it is cheaper.

The water-cooled engine, being of smaller cross-sectional area, enables the aeroplane to be better stream-lined, and so to present less wind resistance and to be capable of higher speeds.

The first model of the new engine is undergoing preliminary tests, but it is likely to be some time before it is fitted in an aeroplane and tried in the air.

It will be the first aero-engine of its type ever constructed. It should be remembered that the only extensive work done up to date on air-cooled aero-engines of high powers has been with radial engines.

The air-cooled aero-engine with the cylinders in line has been neglected except in the lower powers. In these it has been remarkably successful.

The Tiger Moth light aeroplane now does approximately 200 miles an hour at ground level with about 130 horse-power. At a similar useful load per horse-power a high-powered fighter could be constructed which, with full military load, would have an outstanding performance.

An Urgent Need.

During the recent Air Exercises it was pointed out that the most urgent need was for faster fighters. In some instances during the mock raids day bombers proved faster than the fighters sent up to chase them and bring them down.

Among existing types of engine, the fastest are the water-cooled engines, as was demonstrated in the Schneider Trophy race. The fastest machine ever built with an air-cooled engine, the Short Crusador, was some miles an hour slower than the Supermarine.

But the new air-cooled engines may put a completely different complexion on the whole problem of high-speed aircraft design.

It may be mentioned that Major F. B. Halford, who designed the Tiger Moth engine and the Gipsy and Cirrus light aeroplane engines, has for several years been making a close study of air-cooled aero-engines having the cylinders in line.

A ring worth £100, presented to Astill, the Leicestershire cricketer, at Johannesburg on the last M.C.C. tour, was produced in Leicester Police Court, recently when a girl shop assistant was bound over on a charge of stealing it from a cloakroom.

"WHAT PRICE GLORY."

FAMOUS FILM RETURNING TO WORLD.

"What Price Glory," the famous screen comedy based on the celebrated play, is to have a return season at the World Theatre from Tuesday to Saturday of next week, according to a special advertisement appearing in this issue. Critics in London and New York have been unanimous in their praise of this picture which has been described as being one of the really great productions of the cinema industry. "What Price Glory" is not a war picture. War is merely its background against which a thrilling love story is told. Its authors took war as the canvas on which to sketch their story—war as the powerful influence on men and women that brings out paths, comedy and human appeal as no other crisis in the affairs of nations can. Above all there are laughs galore in "What Price Glory." Probably no other picture made along the edge of the great world tragedy has had so much comedy. The picture is peopled with real and human characters, the captain of Marines played by the British star, Victor McLaglen, being in itself a masterpiece. "What Price Glory" is a great absorbing picture made doubly interesting for this part of the world by reason of the fact that the first part of the story is laid in North China and the Philippines.

"SPRING FEVER."

NEXT TUESDAY'S COMEDY AT QUEEN'S.

With an excellent cast headed by William Haines, Joan Crawford, George K. Arthur, Edward Earle, Eileen Percy, George Fawcett, and Lee Moran, "Spring Fever" will be the chief attraction at the Queen's Theatre on Tuesday and Wednesday next, according to a special advertisement in this issue. The popular young athlete star of "Brown of Harvard" romps through a series of highly diverting incidents during the picture in which he appears as a young ship-fitting clerk who becomes a golf celebrity and wins the heart of a beautiful girl. Joan Crawford is the girl in the east. George Fawcett is cast as an irate who is party to the young man's pose as a millionaire with embarrassing results all round. George K. Arthur, who will be remembered for his amusing antics in "Rockies," also has an important part to play, as have Eileen Percy, Lee Moran and Edward Earle.

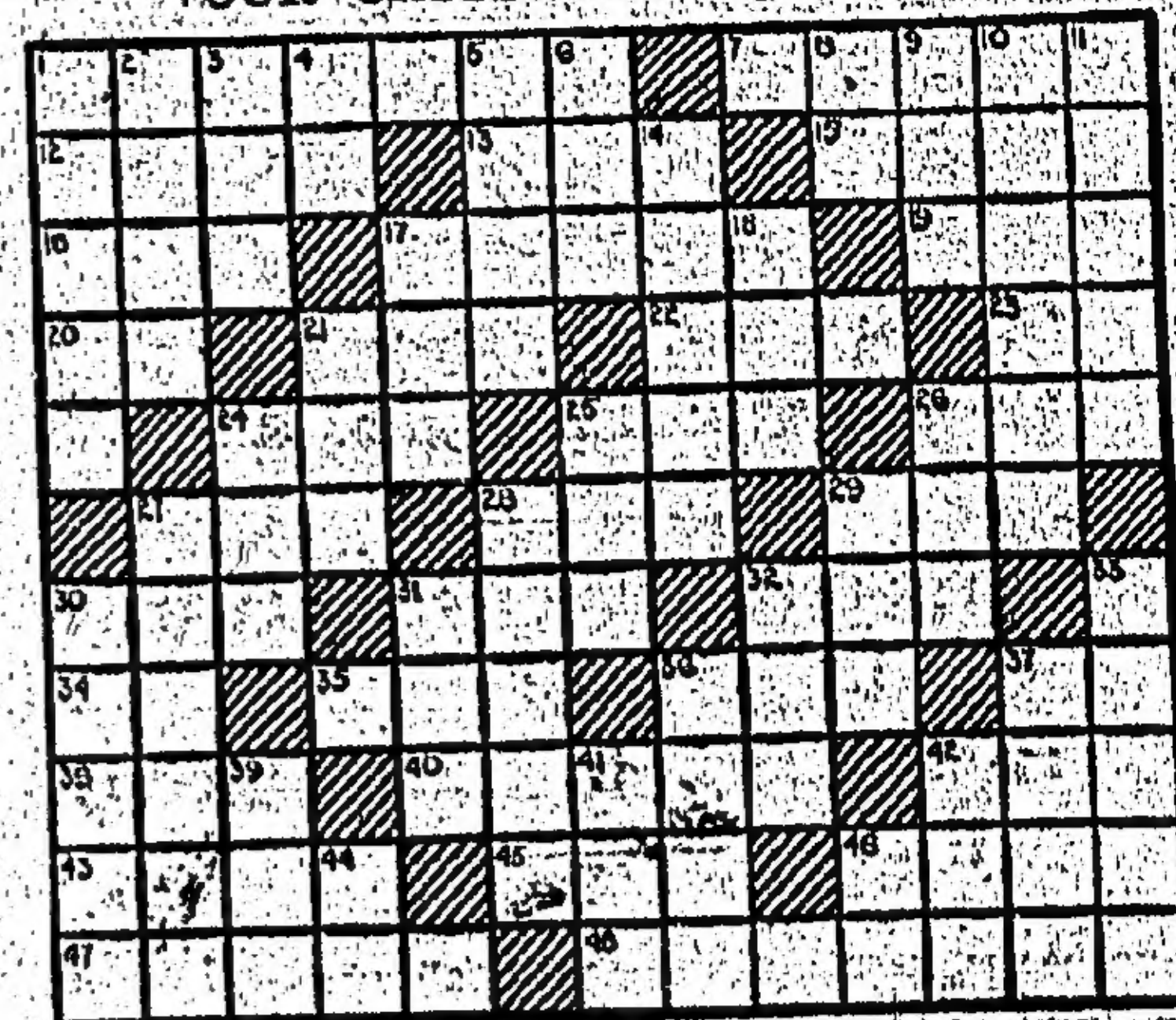
LETTER GOLF.

Here's an inexpensive way to give your GIRL A RING. Perhaps, too, you can do it more easily, but par is five.



1—The idea of letter golf is to change one word to another and do it in as few a given number of strokes. Thus to change COW to HEN in three strokes, COW, HOW, HEW, HEN.
2—You can change only one letter at a time.
3—You must have a complete word, of common usage, for each jump. Slang words and abbreviations don't count.
4—The order of letters cannot be changed.
One solution is printed on another page.

OUR CROSSWORD PUZZLE.



Horizontal

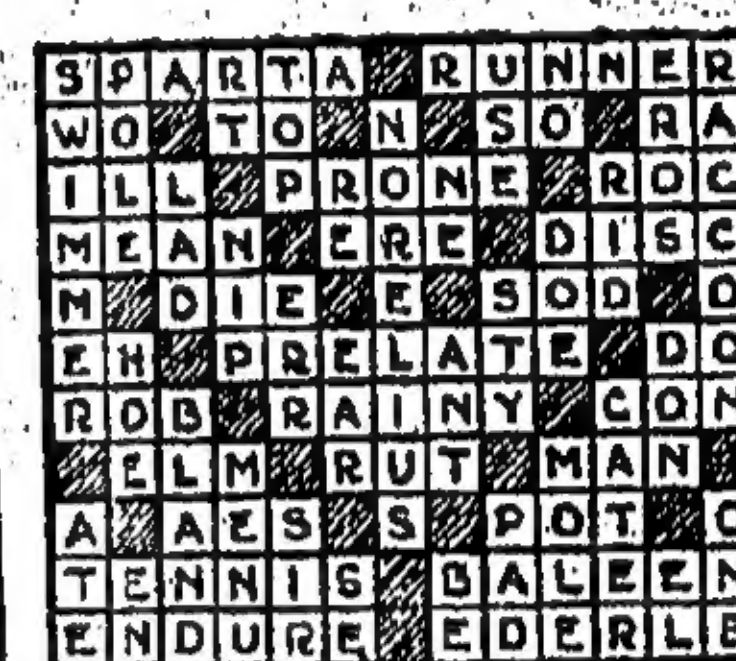
- Through whose influence did smoky become popular in England?
- To be all.
- The distal angle between a branch and a leaf.
- Copper.
- Composition for one voice.
- Denoting the middle.
- To fog.
- Obstruction in a stream.
- Half an cm.
- Lard.
- Rowing implement.
- Myself.
- Plaything.
- Pig pen.
- Because.
- Habitual drunkard.
- Estimated perfect score in golf.
- Headgear.
- Bird similar to an ostrich.
- Biscuit.
- Part of verb to be.
- Taro paste.
- Whiticism.
- Abbreviation for "senior."
- Evil.
- To disseminate.
- Flightless ratlike bird.
- Feld.
- Foot.
- Envy.
- What type of voice has the singer, John McCormack?
- What kind of city is Boston, Mass., called by nickname?

Vertical

- What was "Ouida's" real name?
- Constituent of varnish.
- Cover.
- Deity.

- Manner of walking.
- Possessive pronoun.
- Lake.
- Thick shrub.
- Uproar.
- Who was the great epic poet of ancient Greece?
- Who was the author of "Vanity Fair"?
- Arm of the ocean.
- Grass dried for fodder.
- A fly animal.
- To knock lightly.
- A small French coin.
- Ventilating machine.
- Mexican food.
- Who founded Virginia?
- To place.
- Who discovered North America?
- Aurora.
- To nod.
- Nerve tissue in the skull.
- Bill of fare.
- Short-billed American bird.
- Noise.
- Corded cloth.
- Joined.
- To accomplish.
- S.I.A.L.

Yesterday's Solution.



Johnson's Polishing Wax

Liquid or Paste

Polishes the floor, linoleum, furniture, etc., quickly and thoroughly, leaving a hard, glossy, antiseptic surface. A more brilliant and lasting polish can be obtained with a Johnson's Electric Floor Polisher which can be hired or bought at your neighborhood store.



S. C. JOHNSON & SON, Racine, Wis., U.S.A.

PRINCES GIOVANNA.

BALKAN ROYAL MARRIAGE UNLIKELY.

Rome, Aug. 31. The reports received here from abroad suggested the engagement of Princess Giovanna either to the King of Bulgaria or to Ahmed Beg Zogu, the King-designate of Albania, are received with incredulity.

Ahmed Beg Zogu may be dismissed as beyond the bounds of probability, while as for King Boris, considering that the Bulgarian constitution requires Princes to marry persons of Orthodox Faith, it may be supposed that here too the rumour is fantastic.

The Italian Princess would have to change her religion, a step unlikely in the case of a Princess of the House of Savoy. Certainly

THE BEST AND CHEAPEST PERMANENT HAIR WAVING IN THE COLONY



Mrs. BETEN
2 Pratts Building Tel. K. 945

Cardinal Gamba's recent visit to the Pope was rumoured to be concerned with marriage proposals relating to members of the House of Savoy, and the same visit was then unofficially reported to have had fruitful results.

By Blosser

BEFORE IT IS TOO LATE.

Take advantage of our

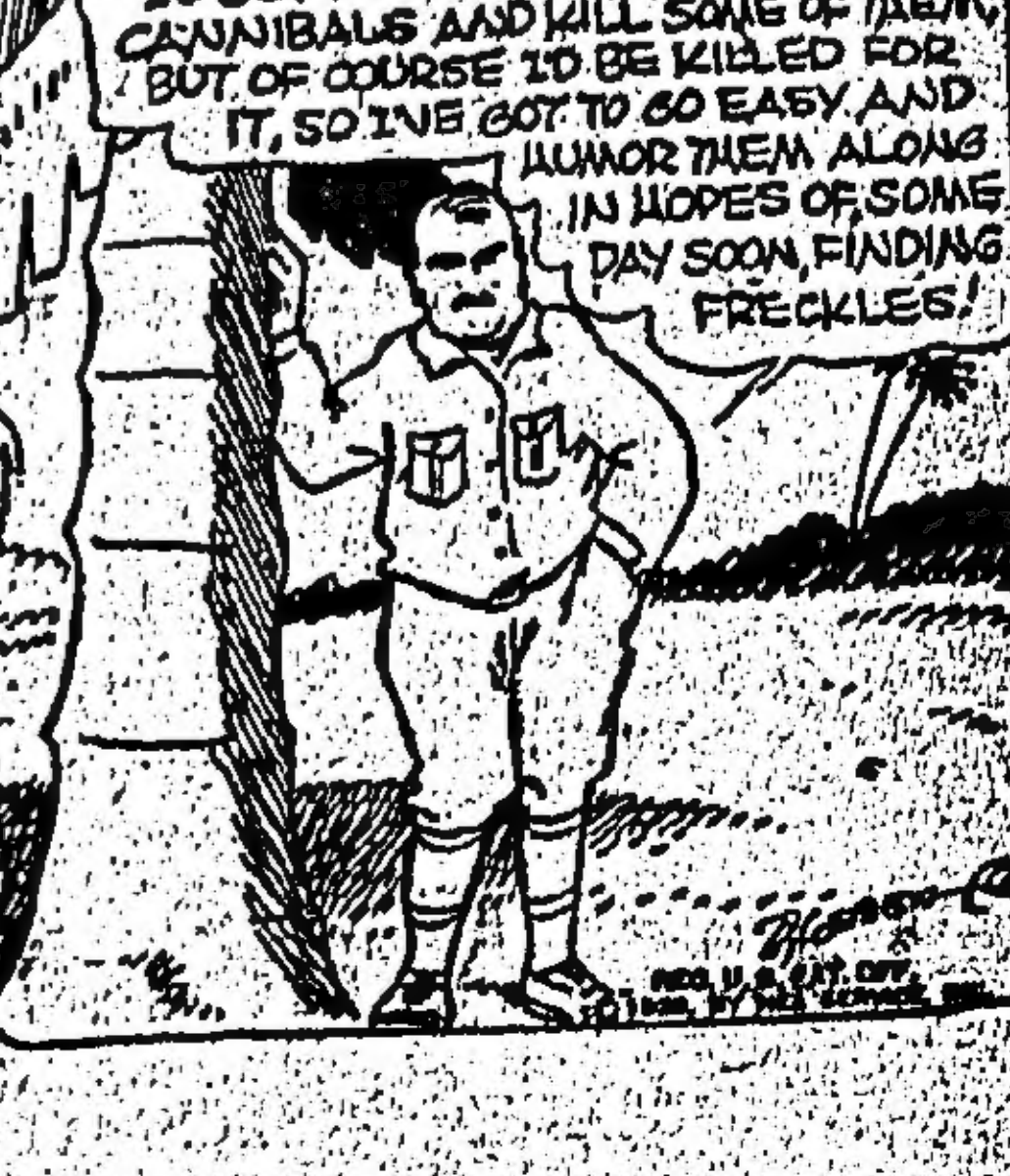
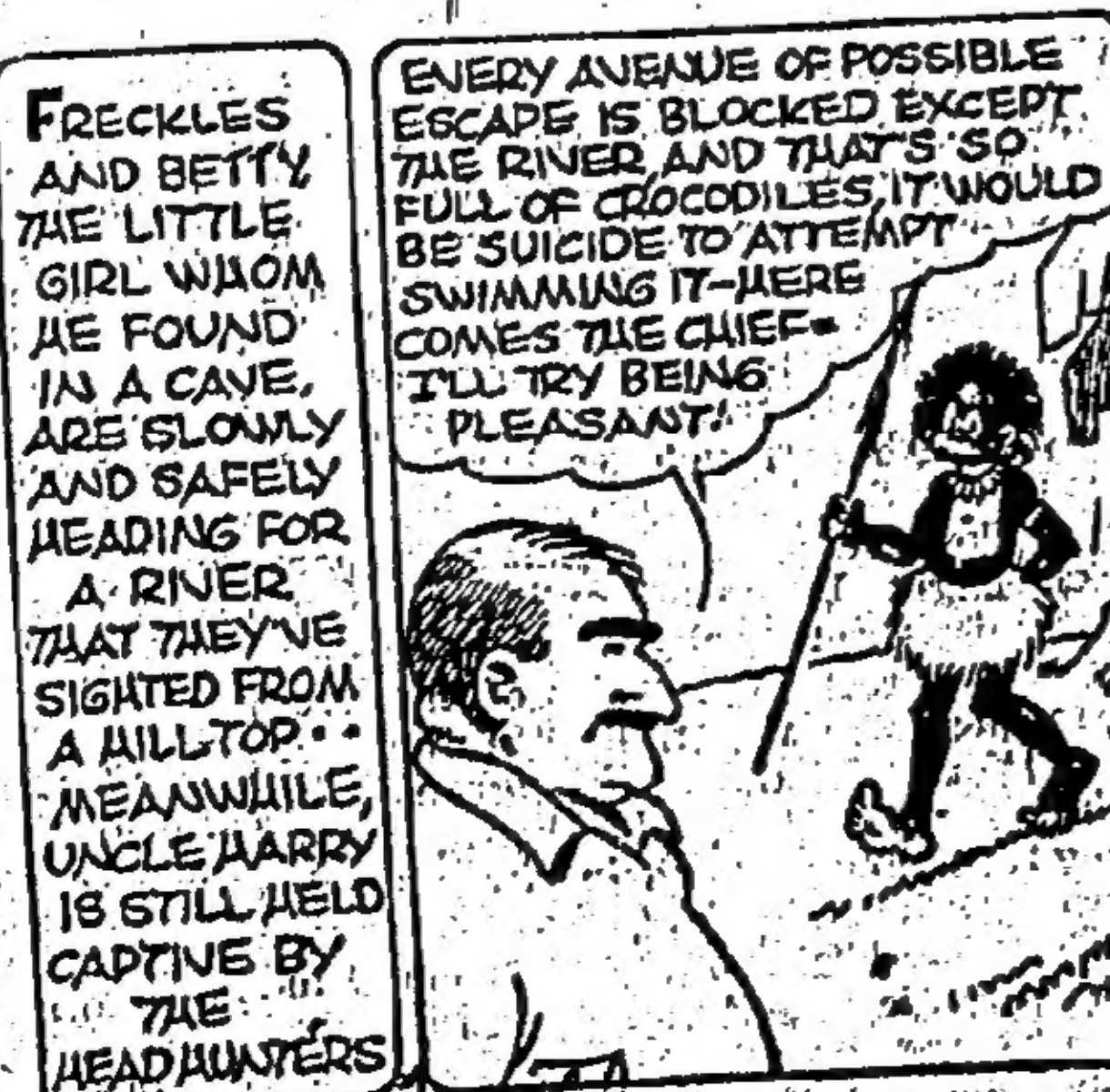
- 10% Discount off our Regular Stock.
- Great Reductions in Surplus Stock.

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FRECKLES AND HIS FRIENDS



WATSON'S E WHISKY

DISTILLED, BLENDED
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BOTTLED in SCOTLAND

A Skilful blend of the finest matured Highland Whiskies. The happy result of long years of experience in distilling and blending; with a fine flavour that cannot fail to assure appreciation from the most discriminating palate.

A. S. WATSON & CO., LTD.
WINE AND SPIRIT MERCHANTS.
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RIGOLETTO

(Verdi)

The Opera, with Conventional Cuts, Complete on
Fifteen Orthophonic Victor Records.

(Complete with album and descriptive booklet)

Cast:-

Rigoletto (a hunchback, jester to the Duke of Mantua) ... *Sr. Piazza (baritone)*
Gilda (his daughter) ... *Sra. Pagnini (soprano)*
Giovanna (her nurse) ... *Sra. Brambilla (mezzo-soprano)*
Duke of Mantua ... *Sr. Polgar (tenor)*
Sparafucile (a hired bravo) ... *Sr. Menni (bass)*
Maddalena (his sister, a dancing girl) ... *Sra. de Cristoff*
Count Caprano ... *(mezzo-soprano)*
Countess Caprano ... *Sra. Brambilla (mezzo-soprano)*
Count Monterone ... *Sr. Buticchi (baritone)*
Borsa ... *Sr. Nenni (tenor)*
Marullo ... *Sr. Baracchi (baritone)*
Chorus of Courtiers ... *Chorus of La Scala, Milan*

Accompaniment by Members of the Orchestra of
La Scala, Milan.

The performance conducted by
Maestro Carlo Sabajno.

Recorded in the Conservatorio, Milan.

S. MOUTRIE & CO., LTD.

(VICTOR DISTRIBUTORS)
Chater Road.

"VISYLKA"

(Made by the manufacturers of "Viyella")

"Visylka" is a modish, new, lightweight dress fabric of soft texture... silk in appearance... appropriate both for sports wear and the smart street costume. Woven from a mixture of wool, cotton and artificial silk. Guaranteed washable and unshrinkable.

STOCKED IN SEVERAL SMART
SHADES—PLAIN AND CHECK DESIGNS.

"VIYELLA"

IS ALSO HERE, IN MOST
OF THE POPULAR SHADES.

Send, or ask for patterns.

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GROUND FLOOR—EXCHANGE BUILDING.



TOTAL

DRY FIRE EXTINGUISHER
HAS NO EQUAL

APPROVED BY
—BRITISH BOARD OF TRADE—
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NO PERIODIC REFILLING
CONTENTS NEVER DETERIORATE
NON-CONDUCTOR
OF ELECTRICITY

RELIABLE, EFFICIENT, EFFECTIVE
Types for Motor Cars, & Etc.

KELLER KERN & Co., Ltd.
16/18, CONNAUGHT ROAD, C.

SILVER WEDDING.

KENT—MOULTON.—On September 30th, 1903, at the Parish Church, St. Brivels, Glos. Walter, son of Mr. and Mrs. Kent of Sevenoaks, Kent, to Ada, daughter of Mr. and Mrs. W. Moulton, Castle View, St. Brivels, Glos.

ACKNOWLEDGMENT.

Bishop Valtorta and the Rev. Fathers of the Catholic Mission beg to tender their sincerest thanks to the numerous friends, who expressed their sympathy for the loss of the Rev. Fr. Augustin Plazek. Thanks are also extended to those, who sent floral tribute, or attended the funeral.

The
Hongkong Telegraph.

SATURDAY, SEPT. 29, 1928

THE POWERS AND CHINA.

It would appear that the recognition by the Powers of the Nationalist regime as the de facto Government of China is now little else than a matter of formality.

Most of the Powers have already entered into Treaty negotiations with the Nanking Government, and it is therefore not to be wondered at that this is regarded in many quarters as tantamount to recognition. The legal advisors of the U.S. State Department have given it as their view that the recent conclusion of the Sino-American Tariff Treaty constitutes "full recognition of the Nationalist regime." It is to be expected, therefore, that when the American message to the Chinese people is delivered in a few weeks' time, it will indicate formal American recognition of the Nanking Government. Other Powers also will no doubt take a similar line of action in the near future.

Whilst foreign sympathy with the Nationalists' claim is likely to be thus expressed, much will of course depend on the developments now occurring in political circles in Nanking. In fact, this will probably be the determining factor. At the moment, the re-organisation of the Government is being proceeded with, but it is not yet by any means complete. There would appear to be practical agreement on the form of Government, but even when that is decided upon, much will remain to be done. In this connexion we have in mind the apportionment of high offices in the reorganised Administration, for the success of the plans will largely depend on

placing those who are seeking positions of influence in the Government. Any marked failure on the part of the various cliques to adjust their differences in this regard might easily have disastrous consequences and lead to further civil war in the country. We have, however, sufficient hope in the influence of the moderate element to believe that they will do their utmost to prevent further discord and confusion when so much has already been accomplished in the direction of achieving national unity. It will be obvious, also, to the Nationalists themselves that any now crisis at this juncture would greatly prejudice their chances of foreign recognition. The Treaty Powers, as such as China, want to see a strong Central Government established. This would be of mutual benefit to all concerned, and pave the way to the much-needed rehabilitation of the country. But recognition by the Powers will imply responsibilities as well as privileges, and not the least satisfactory aspect of a full resumption of Treaty relations will be the possibility at long last of foreign nations being able to deal with an authority claiming control of the whole country. Most of the troubles of recent years have been due to divided control. With one Central Government recognised, the way of diplomatic contact should be made much easier and more satisfactory to all concerned.

The question of tariff autonomy is practically on all fours with that of recognition—both await the complete reorganisation of the Nationalist Government. The British policy on this matter has long been one of sympathy with the Nationalist claims. As long ago as 1926, the British memorandum to the signatories of the Washington Treaty declared a readiness to recognise China's right to tariff autonomy as soon as she herself had settled and promulgated a new National Tariff. That is now on the eve of completion, but it is unlikely that the new schedule will be announced until the Government re-organisation scheme is definitely decided upon. When that time comes, we hope and trust that there will be a real effort on the part of the Nationalists to abolish *likin*, in accordance with past declaration of their intentions. That certainly should be a *quid pro quo* for foreign concurrence in the new national tariff.

Soviet System Changing?

The vast sociological and economic experiment of Communism as interpreted by the Soviets, is acknowledged to have failed, after a prolonged trial. At least, that is the only conclusion to be drawn from the announcement that the Soviet Government proposes to grant concessions for communal enterprises of all kinds in all the principal cities throughout the Russia. It is significant, even that the approved scheme embraces Moscow. The surrender appears to be complete. Had the Bolshevik leaders any faith remaining in their theories of how the world should be organised for the benefit of the proletariat, one would have thought it would have been exhibited in the preservation of the germ of the idea, so to speak, in the centre of Communist activity. But in Moscow itself the capitalistic system is to be given, not a mere foothold, but a secure foundation. If the concessions were minor in character, the argument that the Soviet has had a lesson in economics and has understood it, would still hold good. How much greater then is the confession of failure when every form of public utility affecting city populations is covered by the new proposals. Concessions are to be granted for the operation of tramways, gas-works, electric power stations and supply, and what is more important, water-works. The concessions are not being given away, of course. The Government needs money, indeed it is probably the pressing need for further financial resources which is responsible for the surrender at this time. For instance, while we should have imagined the idea of a monopoly to be more repugnant to the Soviets than more capitalism, a concessionaire by making a

DAY BY DAY.

IT IS THE ENEMY WHOM WE DO NOT SUSPECT WHO IS THE MOST DANGEROUS.—*Rojas.*

The P. and O. s.s. Lahore, from Singapore, is due here to-morrow at 4 p.m.

It is notified that the name of the Sul Hing Navigation Company, Limited, has been struck off the Register.

Major W. S. Nathan, C.M.G., is reported to be on his way out to China via Siberia. His trip is said to be purely a business one.

His Excellency the Officer Administering the Government has reappointed Captain A. J. L. Whyte, Royal Engineers, to be his Aide-de-Camp.

The Rev. V. H. Copley Moyle, until lately chaplain at Hongkong, and formerly rector of Ipsing, Sussex, has been appointed vicar of Amberley by the Bishop of Chichester.

About Hong Kong.

Do you know that—

In the early days of the Colony, considerable difficulty was experienced in arranging for the conveyance of mails to Canton?

In 1846, sixty Hongkong merchants made arrangements with the owners of the s.s. Corsair to carry mails to Canton for a monthly subsidy of £150.

In the following year, the Postmaster General insisted on the steamer carrying and delivering Post Office letters for Canton at 2d. each. When the captain refused to deliver the letters, on the ground that there was no Post Office in Canton, the Governor of Hongkong ordered legal proceedings, which resulted in the infliction of a fine of £100.

The British community, feeling aggrieved, addressed complaints to the Postmaster General in London, and later resolved to help themselves by the establishment of a river steamship company as a joint stock enterprise.

It is notified that, at the expiration of three months, the Great Western Hotel Company, Limited will, unless cause is shown to the contrary, be struck off the register and the Company will be dissolved.

Passengers arriving on the s.s. Khiva yesterday included Surg. Lt.-Comdr. J. Clark, R.N., Surg. Comdr. J. G. Bond, Mr. D. Miller, Capt. Robinson, V.C., O.B.E., R.N., Mrs. Sayer, Mr. P. Gillespie, Lt. Comdr. H. H. Rogers and Sub. Lt. Cars, R.N.

A meeting of the Church and Congregation to bid farewell to the Rev. J. Kirk Macdonald and Mrs. Macdonald is to be held in the Lecture Hall, of Union Church, Hongkong, from 5 to 6 p.m., on Wednesday next. It is hoped there will be a large attendance.

Three lots of Crown land are to be sold at the P.W.D. offices on October 16th. Situate in Mongkok, they are Kowloon Inland Lot 2144, area 3,844 square feet, upset price \$2 per foot; Inland Lot 2145, about 13,250 square feet, upset price \$56,625; and Inland Lot 2146, about 5,975 square feet, upset price \$2 per foot.

The Gazette contains an amended schedule in respect of the Colony's recreation grounds. A priority of right is reserved to the Naval and Military Authorities to the whole of the Wongnei-chong Recreation Ground for Naval and Military Exercises on Mondays, Tuesdays, Thursdays, and Fridays in each week up to 1 o'clock p.m. when required.

Human nature is easy-going. Possibly this tendency is accentuated in the more tropical climates. Few races can be more easy-going than the Chinese. They can almost be said to have reduced the thing to a science. They are adepts at making things do. They are also the most economical of races; there are shops devoted wholly to turning old petrol tins into dustpans, water-carriers, jars, lamps, and all conceivable sorts of tin ware. They collect crabs and minute fish and dry them in the sun to make what must be (from the smell) a most potent fertilizer. They do the same with certain kinds of sea-weed which are chopped up small and spread out on the threshing floors, asphalt roads, or any other convenient drying surface. Their wonderful age-old civilization has given them this faculty of economy of means in a measure so superior to our own barbaric notions that the closely related faculty of economy of effort goes often unappreciated by us. It may even strike us as sometimes a little tiresome. The simplicity of their life may appeal to us.

LETTERS FROM HONGKONG.

23.—"Zim" Says Farewell.

Approaching Singapore on our way here, we made the usual discreet enquiries as to what one ought to see and do during our short stay in the place.

"One thing you must not miss," we were informed by every reliable member of the passenger list, that is to say those who had passed through before, or who had known the East. "You must go to the Hotel de l'Europe and have a 'million dollar cocktail.'"

"That was a long, long time ago," nearly two years. Sad to relate, we reached Hongkong without having tasted that unique experience. But let it not be thought that having avoided this one outstanding specimen, the cocktail menace has entirely passed us by. The fact is that cocktails, in general, are fairly well known in Hongkong.

Not that we restrict ourselves to any one form of liquid nourishment. Those in search of romance may experience a little thrill, a reminiscent tang of a sea yarn, a fishy note, after a sixpenny pocket torch battery and proceeded to wedge it in with pieces of cardboard. By careful adjustment he brought the contacts so that they would just touch at a single point. His face beamed with pride as he switched on the light. I turned the tap upside down and the light promptly went out. More cardboard. And the salesman won in the end. "Better you tie some piece of string round those," he said, indicating the two barely touching strips of metal that formed the contacts in the box.

Alas, Hilarion—Thy name is China;—warm, southern China, where the damp listless atmosphere makes energy as dismal an affair as virtue and dresses sloth in the attractive raiment of after-dinner naps and before-dinner cocktails. Of course we can justify our notions to ourselves and to each other, even as Hilarion.

You remember one of the temptations of St. Anthony, according to Flaubert, was the appearance before him of his old pupil in the shape of a dwarf, yet thick-set like the Cabiri, distorted and of wretched appearance. He chastises the good saint with sophistries as damnable as they are stirring. He accuses him in fact, and others in a similar way of life, of mortifying the flesh in order to create in visions, situations so much more alluring and satisfactory as to make the renunciation of ordinary earthly backslidings a matter of no great difficulty.

Aloysius Horn used to send gorillas and chimpanzees back to England alive, until one day a female that he had kept for about a year before sending her home to Manchester recognized him in the Zoo at Bellevue.

"Aye, she knew me, after three years—made a strange sound and leapt about and tried to touch me through the bars. I had a great talk with her. . . . A very peculiar sensation it gave me. I never felt quite so keen afterwards on packing them to Europe alive. Dead and in spirits—that's harmful to no man."

"But there's always a risk in shipping anything in spirits. A man's a man for all that and you'll not find sailors differing from the rules of common humanity. They put Nelson in spirits after the battle. But when the keg was unpacked in London by the Admiralty authorities, there wasn't a drop left. Bone dry. An unpleasant episode, when a man's saved him St. Paul's as soon as they could. Aye. When you belong to an old shipping family, as I do, you get to know history from the inside. Things that don't get put in the obituaries or the panegyrics. I would never do to let the newspapers know everything. As George Bussey used to say, the truth is not always ornamental. People'll stand a bit of *demi-monde* or anything else—come to 'heros. But a little bit of reality, such as I've just related is best left to oblivion."

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It amuses us to see a Chinese family rowing their sampan out to fish, wind or no wind, every member of the family, from Father and Mother down to the youngest daughter at, or ahating an ear, and rowing with a will, but in any sort of order. No-one bothers about unnecessary details like the time of the stroke or the way the rower is to face. Life for them seems to have no rules and the fewest possible complications. A Chinese carpenter never works in hard wood if soft will do as well; while the builder and contractor takes to cement like a duck to water because it produces results easily.

A few days ago, I bought rather a jolly portable electric lamp. Attached to it by a flexible lead was a little black box for the battery. The battery was included in the price of the lamp, but alas the shop had no battery to fit. This in no way perturbed the salesman, he fished out a sixpenny pocket torch battery and proceeded to wedge it in with pieces of cardboard. By careful adjustment he brought the contacts so that they would just touch at a single point. His face beamed with pride as he switched on the light. I turned the tap upside down and the light promptly went out. More cardboard. And the salesman won in the end. "Better you tie some piece of string round those," he said, indicating the two barely touching strips of metal that formed the contacts in the box.

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Ingenious though Hilarion's reasoning may be, we in Hongkong fall into agreement with it all the more readily from the fact that we are not unduly oppressed by the presence of any notable body of Anthony's. The chief opposition we have to face lies indeed in a certain disinclination for serious effort, which seems inherent in the place itself. Even when a really attractive project is mooted, there is a tendency to give every attention to any reasons that may be advanced as to why it would really be much better to do nothing about it.

Some time ago there was a proposal to make certain alterations to the Hongkong Club, whereby one of the billiard rooms would become merged into the bar, with the laudable ambition of giving the Hongkong Club the longest bar in the world, a distinction at present held by Shanghai. At first sight it might be thought that a project of such eminence, placing as it would the name of Hongkong in the forefront of civilisation in at least one particular, could not fail to come to immediate and glorious fruition. But it was not to be. I fancy it must have occurred to somebody that there was nothing to prevent the Shanghai Club, on hearing of Hongkong's achievement, enlarging their own bar, and so with one fell stroke to bring to nought months of magnificent effort.

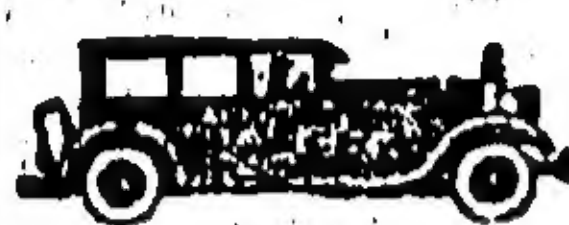
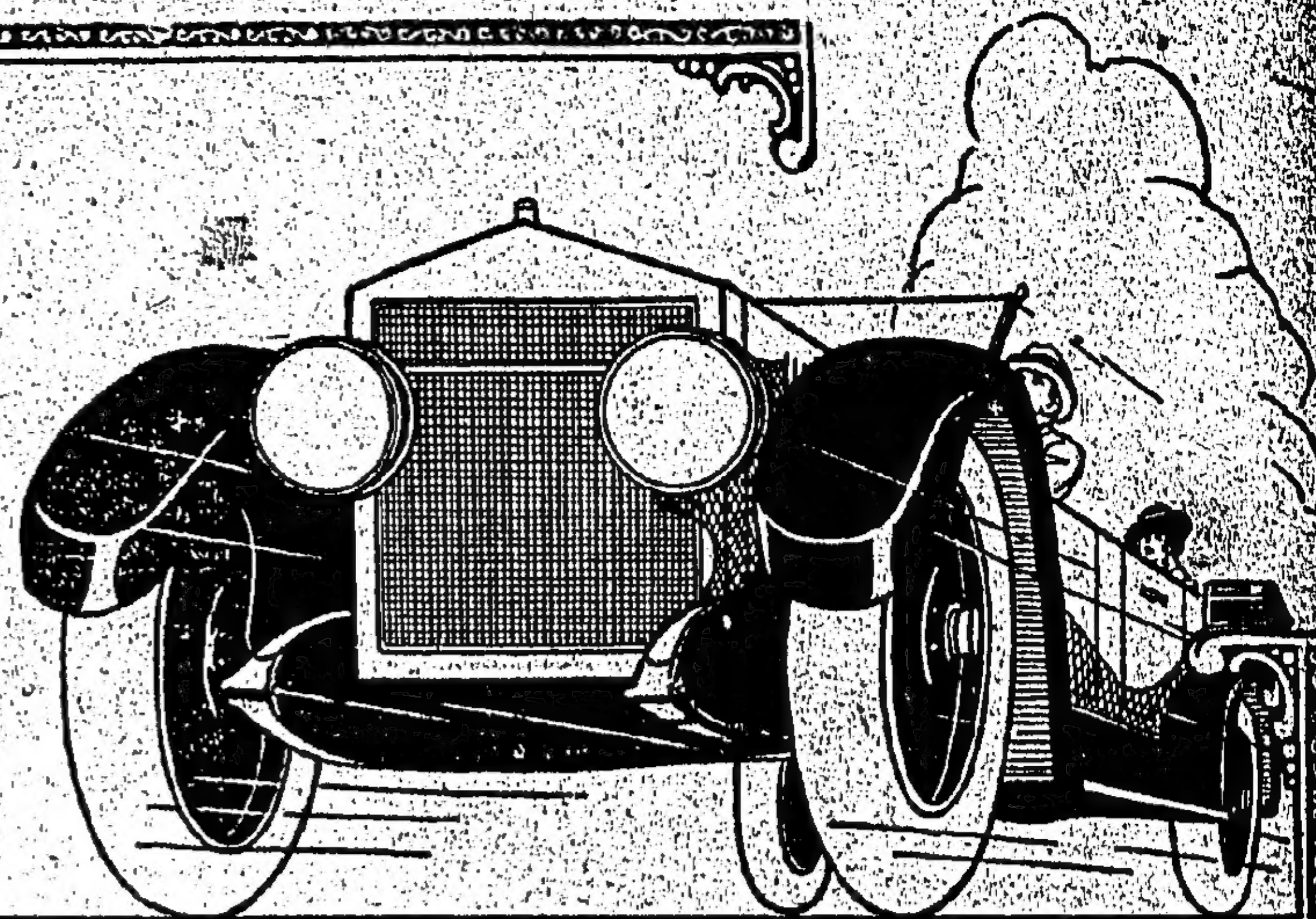
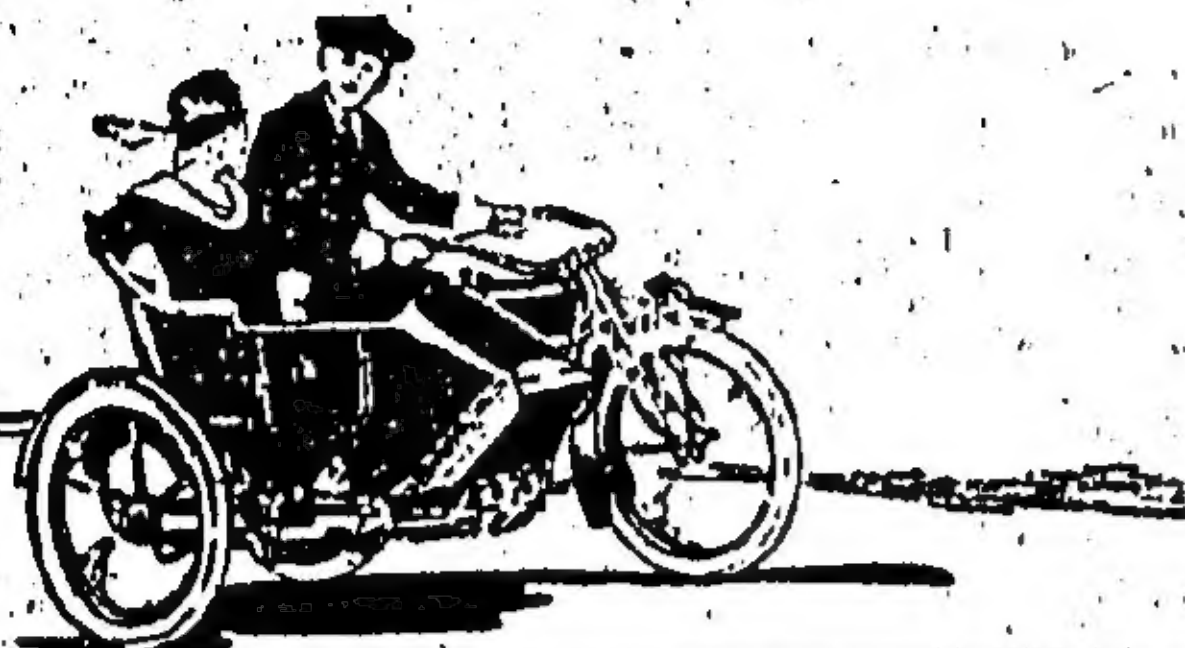
And so we content ourselves with the bar as originally designed. Nor have we any real reason to feel dissatisfied. It is one of the best rooms in the house, situated just off the main lobby on the side overlooking the harbour. It is well furnished with a massive counter in mahogany (or as near as we can get to mahogany in this country) complete with solid brass footrail, extending the full length of the room. Behind the bar rises an imposing tier of small, symmetrical, and elegantly designed shelves, with mirrors behind them, the whole being a remarkably effective reproduction, on a large scale, of Charing Cross railway station buffet.

And on this soul-compelling note, with a shining (though wooden) memory of home before our eyes, and the lazily moving life of the harbour behind us, I would bid you farewell. No more letters shall you receive from the awed pen of griffinism. From the mature heart of Eastern wisdom you will not get the blatant secrets of a novice. I have lived now nearly two years in Hongkong; I have tried (not very hard) to learn

(Continued on Page 9.)

MOTORING SUPPLEMENT

OF
THE HONGKONG TELEGRAPH
SATURDAY, 29th SEPTEMBER, 1928.
Being the Official Organ of
THE HONGKONG AUTOMOBILE ASSOCIATION.



CURRENT COMMENT

Criminal Carelessness.

We are requested by a local motorist to again draw attention to local reckless driving. It is the same old story of a driver speeding up the Stubbs Road, taking corners—and blind corners at that—hard over to the right, and trusting to luck that a descending vehicle doesn't happen to meet him on one of these corners. Truly some drivers are not fit to be at the wheel of a car, and the pity is that drastic action is not taken against offenders.

Patrols Ineffective.

Our informant in this case is of the opinion that the mere patrolling of Stubbs Road at certain times of the day can never have the desired effect, for the simple reason that these glaring breaches of regulations usually occur when there are no police in sight. It is suggested that the only effective method of combating this practice is to set up a few "traps" at certain danger points, and we must agree that where the safety of the general body of motorists is at stake, such a method would be fully warranted.

On Bumpers.

It is proposed to bring in a law at Home that all bumpers on motor vehicles shall be fixed at a standard height from the ground, thus ensuring that should two cars become involved in a head-on collision, the force of the impact may be somewhat lessened. This certainly sounds a practical suggestion, because with these devices fitted as they are at present, very little protection is given in instances where two cars collide. Whilst discussing the question of bumpers, it is rather surprising that very few lorries are so equipped. Possibly it is because these heavy vehicles have little to fear from collision with lighter machines, but that is rather poor consolation for the owner of an ordinary passenger car.

Heavy Vehicles Speed.

Commercial vehicles of one ton and under are forbidden to travel at a speed exceeding 15 m.p.h., and those of over one ton, are restricted to 12 m.p.h. We quite agree that the speed of heavy vehicles should be controlled, but there are instances where a lorry travelling at 12 m.p.h. would cause an obstruction to other traffic. Providing that pneumatic tyres are fitted, we think that the respective limits might safely be raised to 20 and 15 m.p.h., because, after all, the modern commercial vehicle is effectively equipped with braking power.

Consideration Please.

We have been requested to draw attention to the disturbance caused in the vicinity of the Peak Hotel by cars which arrive late at night and during the early hours of the morning. Residents in the Hotel Annex are especially concerned in this matter, for the road passes actually beneath their window. Drivers should be instructed to drive as quietly as possible, and passengers will surely appreciate the unintentional annoyance previously caused, and refrain from taking farewells too noisily. On fine nights a large number of Chinese residents take advantage of the run up the Peak, and occasionally park but a few feet from the window of the Hotel. In such cases a tactful word from the constable on duty might have the desired effect.

Chatter Road Cars.

The public hire cars at this parking place still cause a considerable annoyance owing to their drivers' anxiety to secure passengers. As soon as a prospective fare appears in view, two or three cars leave the stand in order to

secure business, with the result that considerable congestion is caused. Apparently the drivers have not the slightest idea of order, and definite instructions on the question seem desirable. There is no denying that the cars do serve a most useful purpose, but nevertheless, they will lose public sympathy and patronage unless a more orderly state of affairs is brought about.

A New System.

We understand that a movement is on foot by a certain company to run ordinary five-seater public cars anywhere in the City of Victoria at the rate of fifty cents per mile. Since the inauguration of the new taxi services, the ordinary hire cars have been somewhat badly hit, and it is believed that the proposed scheme will remedy matters, and at the same time, show a profit. Such a system would certainly eliminate the necessity of bargaining with drivers, a procedure which has much to condemn it.

A Canton Example.

The Authorities of the City of Canton set an example which might well be followed here in Hongkong. We refer to those exasperating, antiquated vehicles known as coolie-trucks. Not only do they cause obstruction to normal vehicles, but the roads suffer untold damage as the result of the iron tyres being zig-zagged over the surface. Canton has now decreed that all such trucks shall be fitted with rubber tyres, and we congratulate the Officials of that city who are responsible for thus solving the question of how to avoid damage to the roads. As far as Hongkong is concerned, we appreciate the fact that the number of these nuisances has been greatly decreased, and at the same time, we realise that a certain number are necessary in order to deal with the transportation of merchandise in the narrow streets, which are not open to motor traffic. As we mentioned last week, the water front from Wing Lok street to Whitty Street gives ample evidence of how a road surface can be damaged, but Canton's lead now provides an excellent remedy in as far as iron tyred trucks are concerned.

Tram Passengers.

At some of the busy tram stopping places, such as the G.P.O., Fire Station, King Edward Hotel, etc., passengers crowd on to the roadway and cause annoyance to motorists, and a danger to themselves. An excellent scheme is in force in some parts of Australia, and we think it might be tried here. A white line is laid down about three feet from the tram track, about the length of the tram-car, and running parallel with the track itself. Intending passengers wait in this area, thus allowing traffic to pass between them and the kerbstone. We are assured that the system works excellently, preventing, as it does, misunderstanding between drivers of motor vehicles and pedestrians.

To The Tattoo.

During the Tattoo, the Hongkong Hotel Motor Department will maintain a continual service of buses from Blake Pier to the grounds, the fare having been arranged at ten cents. This will prove a great convenience to many people visiting the show. In addition to this service, a number of public hire vehicles will ply from Pedder Street, Chater Road and the Star Ferry. Those cars will carry a parking card on the windscreen, and residents are advised to engage only cars bearing this card.

AFTER TORNADO STRUCK MINNESOTA TOWN.



A scene of wreckage in Austin, Minn., in the path of a tornado that swept two Minnesota counties and claimed several lives and hundreds of thousands of dollars in property damage, is pictured above. The ruins of a garage and several automobiles it housed are shown.

Through Kwangai.

In view of the progressive road policy which is being carried out in the Province of Kwangai, it is interesting to note that a tour was undertaken recently by Mr. C. F. Servadio of the Fiat Motor Car Company, during which many miles were covered, and much valuable data collected. For the purpose of the tour, a Fiat "500" car and a Fiat "603" truck were selected, and it speaks well for the reliability of these vehicles, that they negotiated some extremely rough country most satisfactorily. Some of the roads were quite good, but the majority were merely rough tracks, in many places completely inundated with water. Many towns and villages were visited, and the local residents evinced the greatest interest in the vehicles. Both vehicles found ready buyers at the end of the tour at Nanning.

Instruction Needed.

Although a traffic constable is stationed at the Queen's Road end of Pedder Street, it is frequently noticed that when most of the parking space is occupied, an extra car is added to the line, thus interfering with the line of pedestrian traffic ever crossing over the head of Pedder Street. This car may be within a couple of feet of the traffic post, but it does not seem to occur to the constable on

LIVE SHACKLES.

Rubber Substituted for Metal.

With the adoption of rubber shock insulators, Chrysler engineers have gone away with metal spring shackles, and spring bolts and bushings of the ordinary type, thus eliminating 36 working joints which usually require frequent attention. The spring ends are ingeniously anchored in specially moulded blocks of live rubber, and these are securely held under compression in malleable brackets at the frame ends. These live-rubber blocks effectively insulate the springs from the frame, and thus dampen and cushion out vibration.

duty that he should prevent such obstruction. Perhaps the necessary instruction will now be given.

Back Again.

Austin Seven owners, and many motor cyclists will be glad to hear that Mr. C. H. Goetz, of Messrs. Alex. Ross & Co., Ltd., has returned to the Colony from the United States. Mr. Goetz underwent a serious operation whilst away, but is thoroughly restored to health now.

SCHOOL RULES.

Check on Student Cars.

Students at Oxford University are not permitted to own motor cars until they have completed one year of study.

When a student in his second year wishes to keep a car at the University he must obtain a special license from the proctors, must keep the car in a licensed garage, and must have a special green light upon it to show that it is the property of a student.

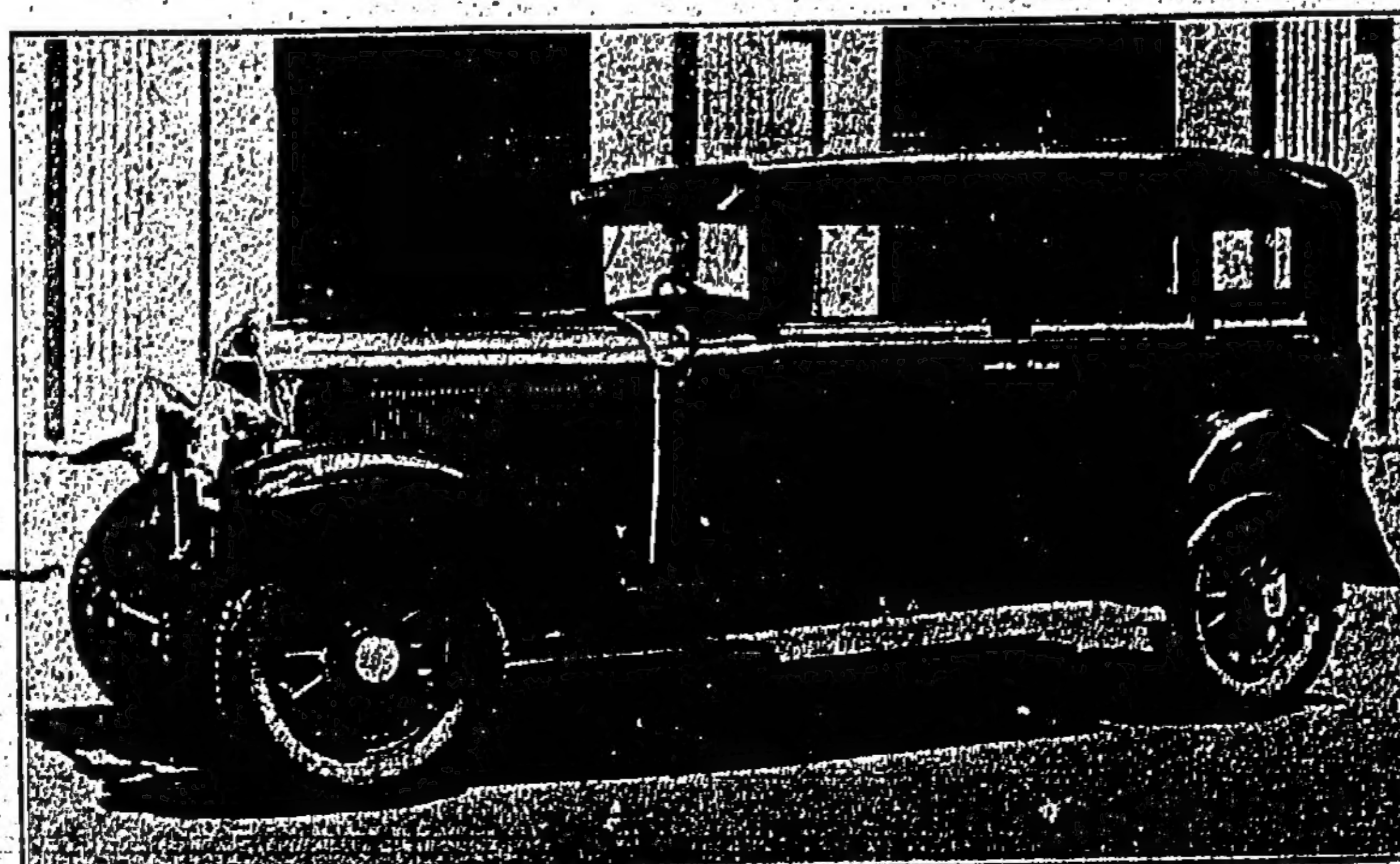
Unless these conditions are fulfilled he may not keep a car within 20 miles of Oxford.

TRACK RIDING.

Art Pechar, one of America's foremost dirt track riders, is now on a visit to England, and, riding his 350 c.c. Indian, has shattered the mile record for Stamford Bridge track.

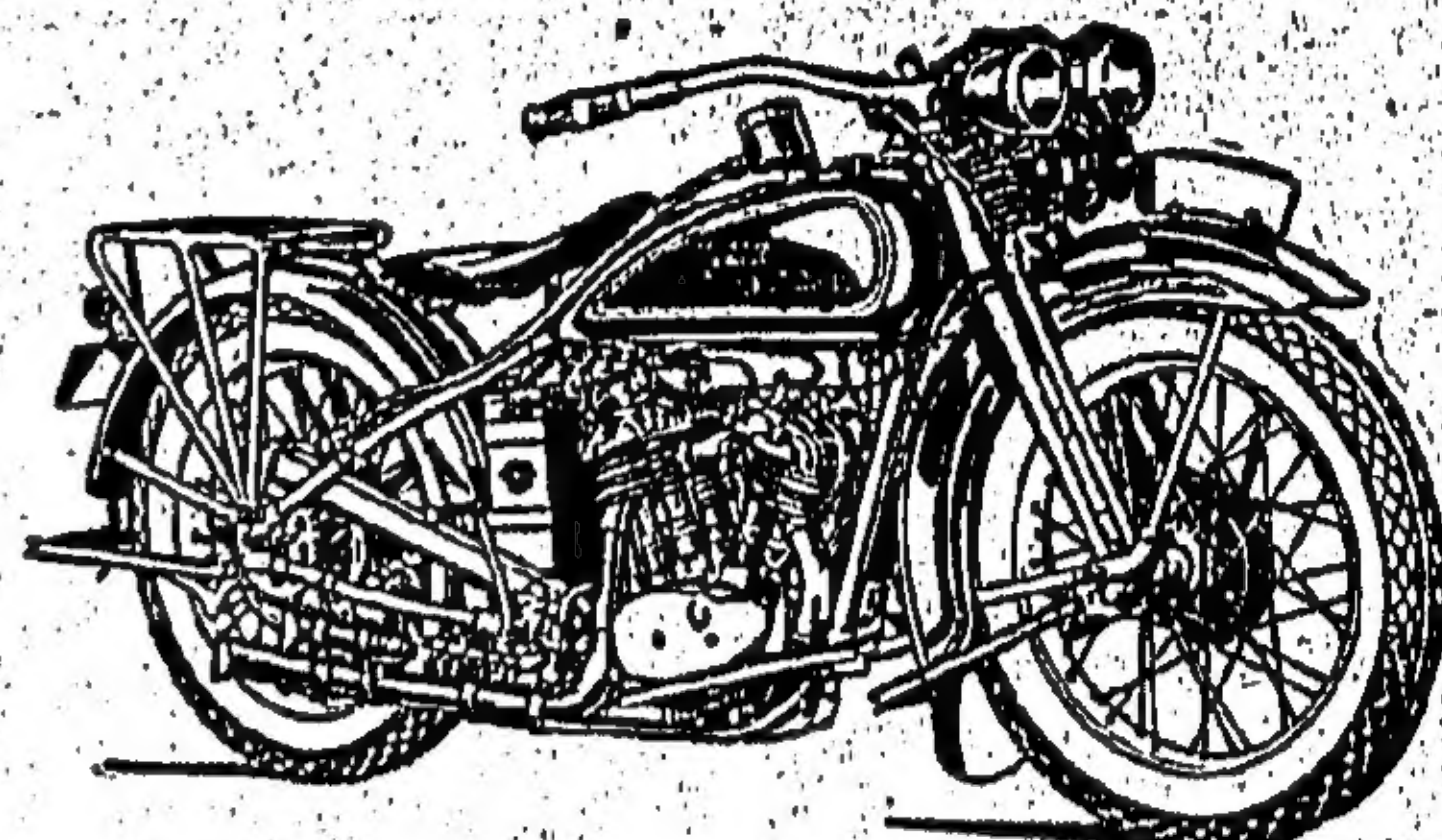
The previous record was held by Spencer Stratton on a 500 c.c. Harley. No times were given in the report.

THE SILVER ANNIVERSARY BUICK LIMOUSINE.



The luxurious limousine shown above is one of the special models built to celebrate Buick's Twenty-fifth anniversary. Finished in dark blue, with Wedgwood blue interior decoration and upholstery, this car represents a very high standard of quality, embodying handsome appearance, comfort, and unusual power. (Photo: Mac Cheung).

The Latest 1929 HARLEY-DAVIDSON



A NEW WONDERFUL 45 TWIN.

HERE IT IS! THE 45 TWIN, THE MOTOR-CYCLE MAGNIFICENT, THAT THE WORLD HAS BEEN WAITING FOR HARLEY-DAVIDSON TO BUILD.

AND SUCH A MOTOR-CYCLE! GREAT ACCELERATION—SMOOTH GLIDING POWER—QUIET SPEED THAT LEAVES THE PARADES OF CARS FAR BEHIND. ABOVE ALL, A MOTOR-CYCLE EASY TO HANDLE, A COMFORT AND A PLEASURE TO RIDE. EVERYTHING YOU WOULD EXPECT IN A 45 WITH THE HARLEY-DAVIDSON NAME ON THE TANKS. FEATURES GALORE THAT STAMP IT THE PEAK OF MODERN MOTOR-CYCLE ENGINEERING.

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(Opposite The Steam Laundry)
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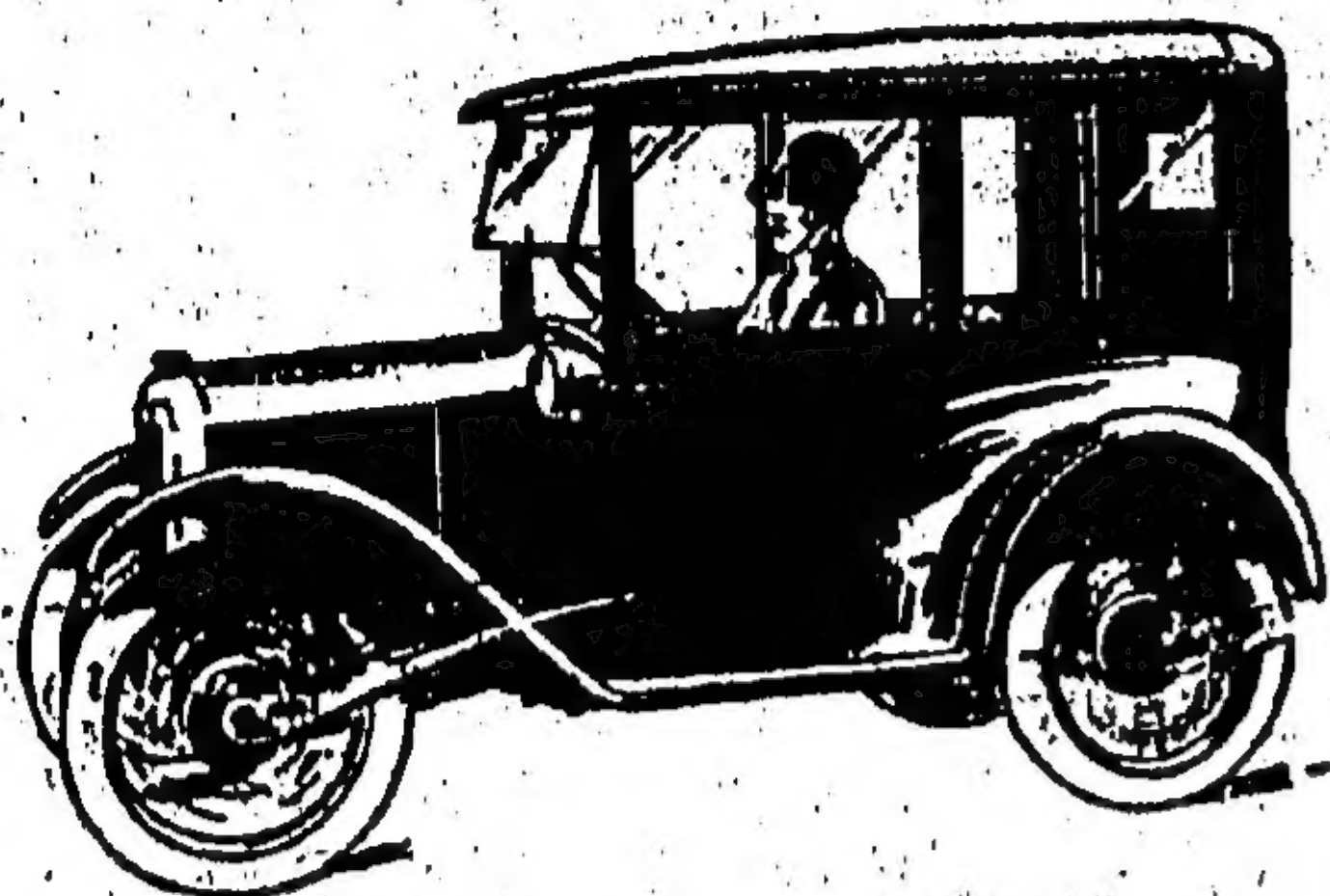
WRITE FOR PROSPECTUS

HEAD OFFICE: ST. GEORGE'S BUILDING, HONGKONG. TELEPHONE: C. 1121-22

THE QUESTION WAS

HOW TO REDUCE HIS PETROL BILL.

Then he had a bright idea
and bought an



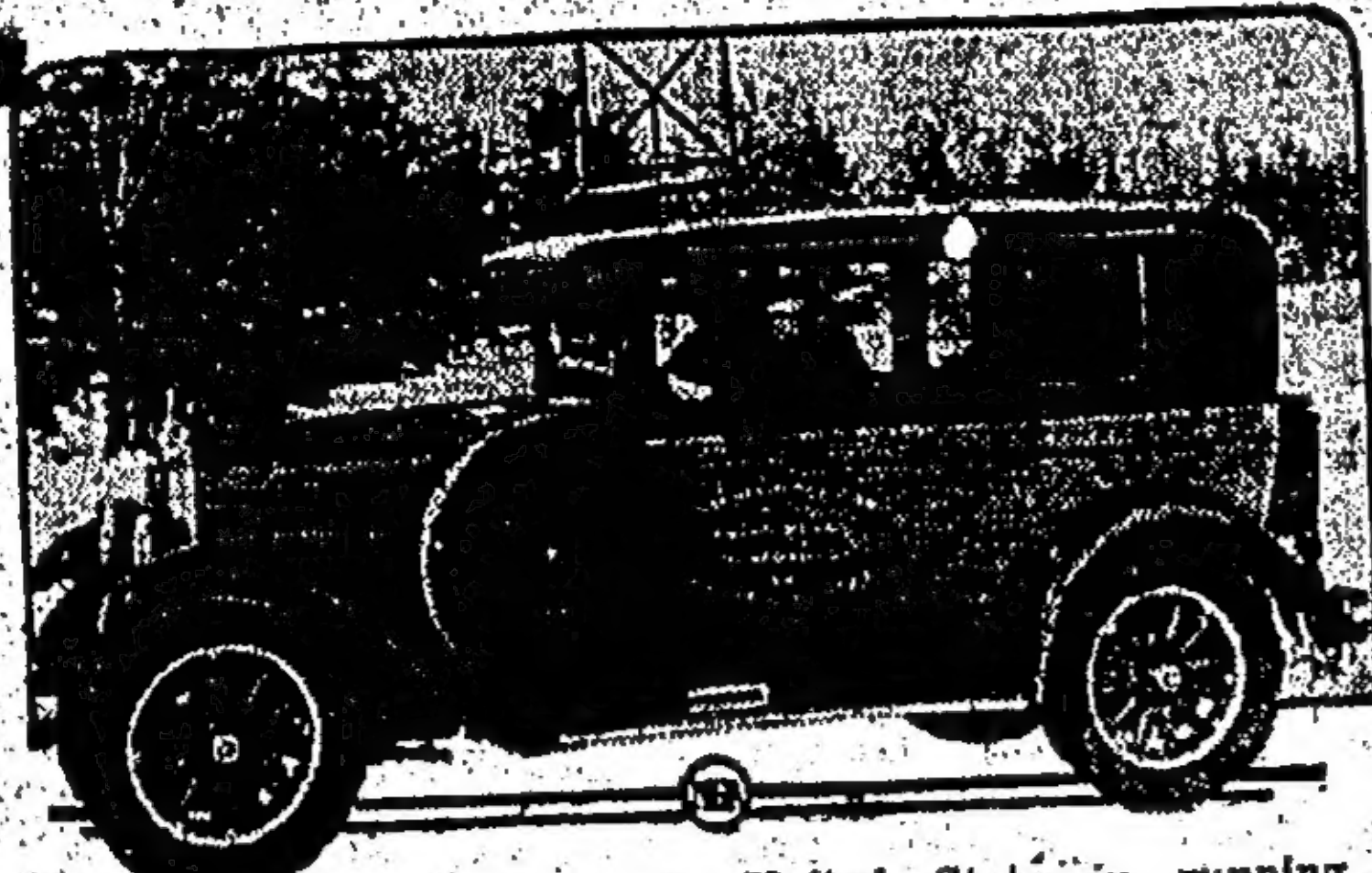
AUSTIN SEVEN.

You too can enjoy motoring
at a Cent per mile.

ALEX. ROSS & Co., (China) Ltd.

Prince's Building, 2nd. floor, Ice House St. Entrance.
STOCKS CARRIED

TRACING RADIO INTERFERENCE.



Canada is as active as the United States in running down sources of radio interference. This is the fourth of 16 "interference cars" used for this purpose in the Dominion. Commander C. P. Edwards, head of the radio branch of the Department of Marine and Fisheries in Canada, is shown at the wheel.

THE NEW FORD.

Scientific Springing.

The combination of transverse semi-elliptic springs and hydraulic shock absorbers of the double-action type makes the new Ford Model A a car of excellent riding qualities. To this must be added the ingenious arrangement of the springs which actually makes them part of the sprung weight, reducing the unsprung weight of the car to the absolute minimum. On smooth roads, the springs operate independently, having an operating radius of one inch in which they do not engage the shock absorbers. On rough roads, or whenever bumps are encountered which tend to "throw" the car, the absorbers come instantly into play, eliminating the inherent tendency of the springs to react to the sudden stresses caused by depressions in the roadway.

The shock absorbers are of the best type known to automotive engineers. They regulate the flexing of the spring in the same manner that a door check does the closing of a door, except that they work both ways. Each contains two tight-fitting rotary wings, connected to the springs by a linkage. The body of each absorber is filled with glycerine, which, when in action, is forced by the moving wings from one chamber to another through check valves and controlled ports, offering resistance to the wings, thus controlling the movement of the springs. An adjustment dial regulates the flow of the fluid.

The absorbers, besides increasing the riding comfort, add materially to the life of the car, particularly to the springs. Engineers estimate that the life of the springs will be 100 per cent. greater with shock absorbers of this type than without them.

MORE COMFORT.

Smart Lines Are Not Everything.

The passenger is coming in for serious consideration in the design of automobile bodies.

This assurance for the comfort of our limbs is given by Hermann A. Brunn, president of a Buffalo body company, in a recent talk before the Detroit section of the Society of Automotive Engineers.

Brunn warns his fellow body designers that the day of planning a beautiful outline and then finding room for passengers is over. The more preferable method, and one which is being adopted by the leaders, is to lay out the seating arrangement first, being sure to provide adequate room for all the passengers, and then surround this with the outline.

"Remember, there is no substitute for comfort," he says. "The body is made for the purpose of carrying human beings. You cannot cut a piece off the passenger. He wants to take his legs, arms, body, clothing and hat with him, and he may even want to carry some luggage."

Suggests Body Trends.
"Many automobile bodies are so small that, when five grown people wearing overcoats and hats are in them, the automobile seems to disappear."

"Of what practical value is it, car, be it ever so beautiful, if it is not useful?"

Brunn, therefore, makes a few suggestions toward proper body designing, for the comfort of the passengers, besides the beauty of the car. These are:

- 1—Simplified design, which holds public favour longest.
- 2—Hiding the anatomy of the car in the rear.
- 3—Thinner windshield pillars for greater visibility.
- 4—Neutralized glass windshield visor to replace the present fixed visor and afford greater visibility upward.

For Safety and Comfort.
5—Safety glass windshields.
6—Adjustable seats both front and rear.

7—Form-fitting upholstery.
8—New and more durable materials for the interior.

Brunn sees a tendency toward convertible bodies, especially on the smaller types of cars, such as the coupe. This would be a reversion to the old design of convertible phaeton, before the days of the closed car. Instead of building an open car that can be closed in an emergency, however, closed cars are built to be opened up when weather permits.

ANOTHER BY-PASS ROAD AT BARNET.

To Ease Pressure Between London & North.

A by-pass road is to be constructed at Barnet.

The scheme has been provisionally approved by the Ministry of Transport, which will share equally the cost with the Hertfordshire County Council.

The council will construct the road, which is to relieve the traffic on Barnet Hill and through the High-street.

The by-pass will turn eastwards off the Great North Road about a quarter of a mile south of Barnet Hill, and, following a route across the old Barnet horse fair field, will pass east of the railway station and town, rejoining the Great North Road at Hadley.

It is expected that the great bulk of the road traffic between London and the North will use the new road.

TRAFFIC SIGNALS.

Test Not Successful in Melbourne.

VIEW OBSTRUCTED.

Melbourne's first experiment in traffic signals has been removed from its position at the corner of Swanston and Flinders streets.

According to Mr. R. B. Barnes, a Melbourne motorist who visited Sydney recently, the authorities have not pronounced any decision upon its performance, but they announced, when it was installed, that it was merely a test, and that several devices would be tried.

In Mr. Barnes's opinion, the manual signal was useless. "The policeman seemed to work harder than ever," he said, "and the traffic seemed more tangled."

Probably, this was due to the fact that trams blocked the signal from the view of motorists approaching it along Swanston-street. Drivers would gaily follow the trams across the intersection and then, when part way across, would get a view of the signal and find it showing "stop."

Then, brakes would be jammed on, cars would slide, and time would be wasted while the drivers tried to reverse into the traffic piled up behind and the cross-street flow was blocked."



HONG KONG DELIVERED PRICES.

NATIONAL SERIES "A B" PASSENGER.

R.A.C. Horse-Power Rating 21.7.
Brake Horse-Power 35 at 2,800 Revolutions.
Piston Displacement 170.8 Cubic Inch. Wheel-Base 107 Inches.
Speed 50 M.P.H.

Model	Net Weight	F. O. B. Factory Price	Extras	Packing Shipping Delivery	Net Hongkong Price
Roadster	2-pass. 2,006 lbs.	G\$495	G\$54	G\$216	G\$765
Tourer	2-pass. 2,056 lbs.	495	57	216	765
Coupe	2-pass. 2,316 lbs.	585	40	265	890
Coupe (2 door)	2-pass. 2,176 lbs.	595	40	265	900
Sedan	2-pass. 2,396 lbs.	675	40	265	980
Cabriolet	2-pass. 2,276 lbs.	685	40	265	1,000
Landau Sedan	2-pass. 2,396 lbs.	715	40	265	1,020

Hongkong Price includes spare rim, Tire & Tube, Bumper, bulb Horn, Right Hand Drive.

NATIONAL SERIES "A B" COMMERCIAL.

R.A.C. Horse-Power Rating 21.7.
Brake Horse-Power 31 at 2,800 Revolutions.
Piston Displacement 170.8 Cubic Inch. Wheel-Base 107 Inches.
Speed 45 M.P.H.

Half Ton Chassis	1,516 lbs.	G\$375	G\$20	G\$155	G\$550
Half Ton Chassis and Cab No. 360	2,015 "	490	30	216	725
Cab Top Express Truck	128 2,280 "	530	30	240	790
Cab Top Express Truck	103 2,705 "	570	30	265	855
Screen Express Truck	104 2,530 "	580	30	265	865
Combination Truck	205 2,265 "	600	30	265	870
Panel Express Truck	34 2,265 "	615	30	235	890

Hongkong Price includes spare rim, Tire and Tube, Right Hand Drive.

CAPITOL SERIES "L O" UTILITY.

R.A.C. Horse-Power Rating 21.7.
Brake Horse-Power 31 at 2,800 Revolutions.
Piston Displacement 170.8 Cubic Inch. Wheel-Base 104 Inches.

One Ton Chassis	2,120 lbs.	G\$540	G\$45	G\$165	G\$750
1 1/4 Ton Chassis	2,530 lbs.	520	115	165	800
1 1/4 Ton (140") Chassis	2,410 lbs.	520	115	165	820

Hongkong Price includes spare rim, Tire and Tube and 4 fenders.

EXTRA FOR BODIES MOUNTED ON 124" CHASSIS.

Bedan Cab	No. 506 400 lbs.	G\$ 85	G\$30	G\$ 85	G\$190
Cab Top Body	No. 328 775 lbs.	175	30	115	320
Screen Body	No. 303 950 lbs.	235	30	145	410
Combination	No. 303 1,000 lbs.	250	30	145	425
Panel Body	No. 405 800 lbs.	270	30	125	425
12 Pass. Bus	No. 39 775 lbs.	305	—	130	435

All Prices and Specifications subject to change without notice.

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NEW Beauty NEW Refinements NEW Improvements For Four CHAMPION Cars

THE PRESIDENT EIGHT, the COMMANDER, the DIRECTOR, the ERSKINE—these four thoroughbred cars that won for Studebaker every official American stock model performance record, regardless of power or price or type of car, are today crowned with new beauty, new luxury.

A step ahead of the most costly Continental or American creations are these new Studebaker body designs. Exclusive new colour combinations and rich new upholstery fabrics complement their beauty.

Come see new refinements in finish and fittings. Glistening chromium plating on radiator and lamps retains its newness. Onyx embellishments for the shifting lever and horn button. Many other new details that will increase any man's pride of possession in these champion cars.

A Car for Every Purpose and Every Taste. Studebaker builds a great line of cars. The President Eight, the Commander, the Director and the Erskine. Each offers championship performance and high value. Each is backed by Studebaker's 12-month guarantee.

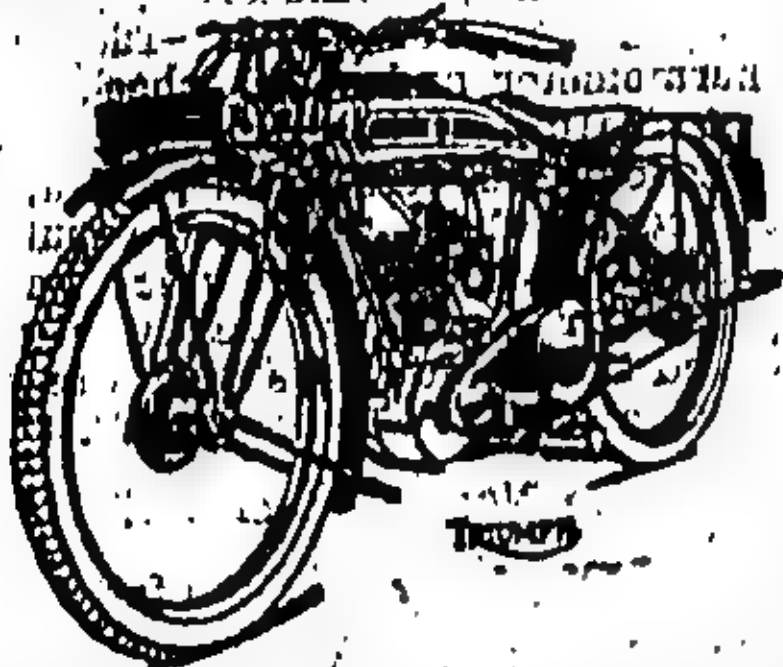
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From £59:0:0 up.

TRIUMPH MOTOR-CYCLES

From £60:0:0 up.

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From G\$245.00 up.

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All Communications for
Membership, etc. to
REV. G. E. S. UPSDELL
Hon. Secretary.

C/o "Hongkong Telegraph"

NOTICE

TO

ADVERTISERS

All advertising to be inserted in this Motor Supplement, must be delivered not later than 2 p.m. on the Wednesday of the week of publication.

HONOUR FOR BENOIST.

In recognition of his success in winning all four of the principal races in Europe last summer, Robert Benoist, the leading racing car-driver of France, was recently made a chevalier of the Legion of Honour by the French Government.

A DOG'S LIFE.

Pup Holds Up Shanghai Traffic.

The centre of Nanking Road at 5 p.m. is no place to loiter if one values life, and limb. Whizzing motor cars, bicycles, rickshas, motor cycles, wheelbarrows and other vehicles roll by in a never-ending stream.

The hands of the clock pointed to 5.05 o'clock when a sad-faced, weebegone and thoroughly sorry-looking pup of uncertain ancestry elected to stir up enough energy to dash into the street.

Came a grinding of brakes and the shout of an irate Chinese driver. The front wheels of the car missed the pup by inches. Apparently encouraged by his success in avoiding sudden death, the pup dashed in front of another car moving in the opposite direction.

The driver, a Chinese, brought up with a jerk, missed the pup, but felt the impact of another car in the rear. The second car, which also stopped, with a jerk, was bumped by another car.

A Chinese constable, enraged over the pup's affront to the dignity of a Chinese constable, took up the chase of the pup with a hue and a cry, mostly a hue. The pup evidently thought it was a game and that the constable was "it."

Traffic was momentarily halted while the indignant constable chased the pup in and out amongst the motor cars and rickshas. Another constable appeared to aid his brother enforcer of law and order.

By now the ozone was filled with the blast of motor car horns from impatient drivers. The pup sought shelter under a motor car and refused to be coaxed or driven out by the constables. The owner of the car, Mr. F. J. Schuhl, who admits knowing all about pups, wonks or otherwise, crawled halfway under the car and uttered strange, unintelligible sounds calculated to soothe distracted pups.

The pup wagged his tail—and walked out. Traffic moved again. The work pup has a new home and master now: Mr. Schuhl.

THE STUDEBAKER.

Ball-bearing Spring Shackles.

GREATER COMFORT.

The adoption of ball-bearing spring shackles for the new line of champion motor cars announced by Studebaker is an added demonstration of Studebaker's engineering leadership. These shackles are exclusive to Studebaker cars. Studebaker's new ball-bearing shackles provide greater riding comfort, eliminate squeaks, rattles and adjustments and require inspection only at 20,000-mile intervals when lubricant may be added if necessary.

Before Studebaker engineers approved ball-bearing spring shackles, they were tested in more than 177,000 miles of driving on Studebaker's 800-acre Proving Ground and over U.S. transcontinental roads, tests more stringent than would ever be encountered in normal use.

There was not one single bearing failure during these tests, and when they were completed, the shackles were functioning as quickly and as smoothly as the day they were put on the cars. Although some of the individual cars had accumulated a total of more than 85,000 miles, inspection revealed that no addition of lubricant was necessary.

Such tests proved the value of the ball-bearing shackles beyond all doubt. Accordingly Studebaker engineers approved them as standard equipment on all Studebaker President, Commander and Director models. Coupled with deep, luxurious upholstery and hydraulic shock absorbers which are standard, these shackles give an unexcelled degree of riding comfort.

The average motor car owner, while conscious of the presence of spring shackles on his car, knows little about them. Spring shackles provide a flexible connexion between the spring and the frame, and are subject to a constant back and forth motion caused by springs flexing. If their action isn't free and smooth, springs cannot cushion road depressions properly—and what is worse, rattles and squeaks and expense of adjustments follow.

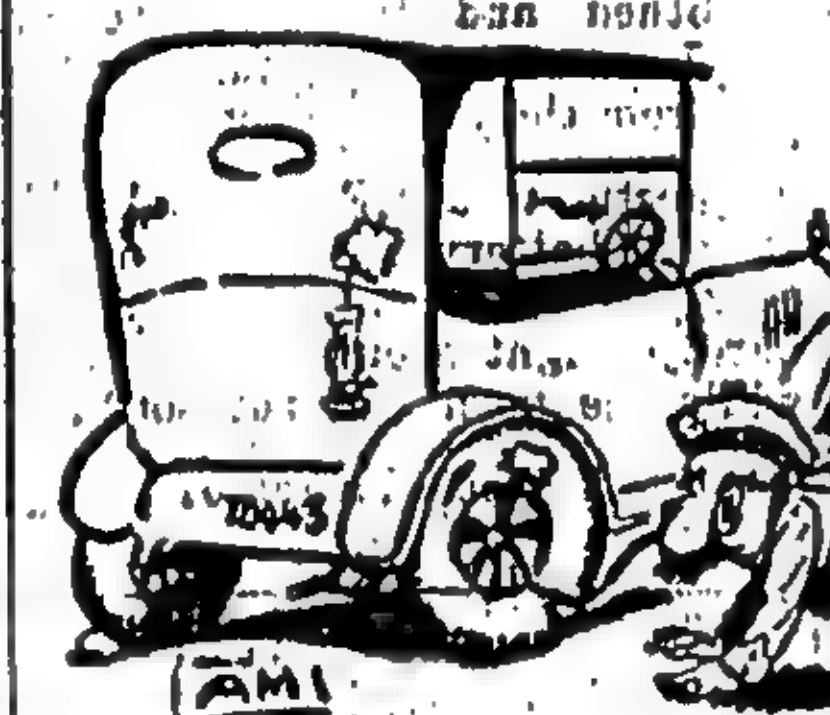
PROVIDE PARK TAXIS.

To provide transportation through American parks, 663 motor vehicles, with a capacity of more than 6,800 passengers, are operated by public utilities under government supervision.

THE ECONOMIST.

Young Angus M. Todd was a Scotsman, (that's odd!) For the name is essentially Spanish. Not a shilling he missed; when they kissed his hand flat. Deep into his pocket they'd vanish. By every device, from the screw to the vice. He enrolled M. Todd's pounds, which was clannish. Yet was prized loose at last from the price of a fast. Second-hand, sporty roadster—most mannish.

Excitement once cooled, he declared he'd been fooled. Hypnotised; that his action was feeble. The expense of a car made him tremble but; bahl! He'd be brave; save some pence from the wreck. Least His burden should grow, quick he sought high and low. Some employ ere his one book grew chequeless. Carted cans, pots and pans, building bricks, girder spans. In his spare time, at rates simply reckless.



His work through the night brought fresh spasms of fright.

At the costs of oil, petrol and tyres. When free from his toll, he sought second-hand oil. Or unearthed covers salvaged from fires. While bearings fast wore, and developed a roar, And the bolts squealed for spinner and piers. Angus mixed kerosene with his fuel—which was lean—Swearing men who liked driving were liars.

At the break of a day he was found by a way. Side with bricks, like confetti, around him. And the cause of it all—this contact with a wall—Was observed by the policeman who found him; Front tyres worn thin, a blow-out, and a spin—Then the bricks tumbling downward to pound him; Neath its layer of rust, the steering had bust, And the engine had leapt out to wound him.

Young Angus was ill, but with plaster and pill. Ten doctors strove bravely to cure him; Their efforts were vain, for he died in disdain. Saying life had no glamor to lure him. As his car was quite lost. When he thought of the cost. He had not fortitude to endure it; And passed out in grief, babbling still his belief. "Mon, it cost far too much to insure it."—(Sydney Sun).

THORNYCROFT SIX-WHEELED VEHICLES
Order from Liverpool Corporation.

The latest important users to acquire Thornycroft six-wheelers were the Liverpool Corporation, who have placed an order for ten of the new type "FC" low loading six-wheeled omnibus chassis, suitable for accommodating 45 passengers in a single deck vehicle. This order is especially interesting by reason of the facts that the Liverpool Corporation have had

extensive experience with six-wheeled vehicles, as one of the first provincial authorities to use them, and Thornycroft are one of the pioneer manufacturers who recognised the potentialities of this type, and, specialising chiefly on the smaller vehicles, have supplied several hundreds to users in this country and overseas. The larger Thornycroft six-wheelers are now attracting the attention of municipal users, and this recent order from the Liverpool Corporation was the sequel to a very thorough preliminary inspection and trial of the 53/85 h.p. six-cylinder Thornycroft six-wheeler.

JOHN I. THORNYCROFT & CO. LIMITED

THE LEADING EXPONENTS

ECONOMICAL ROAD TRANSPORT

HONGKONG OFFICE,

**UNION BUILDING,
5th. Floor.**

THORNYCROFT

PASSENGER OMNIBUSES

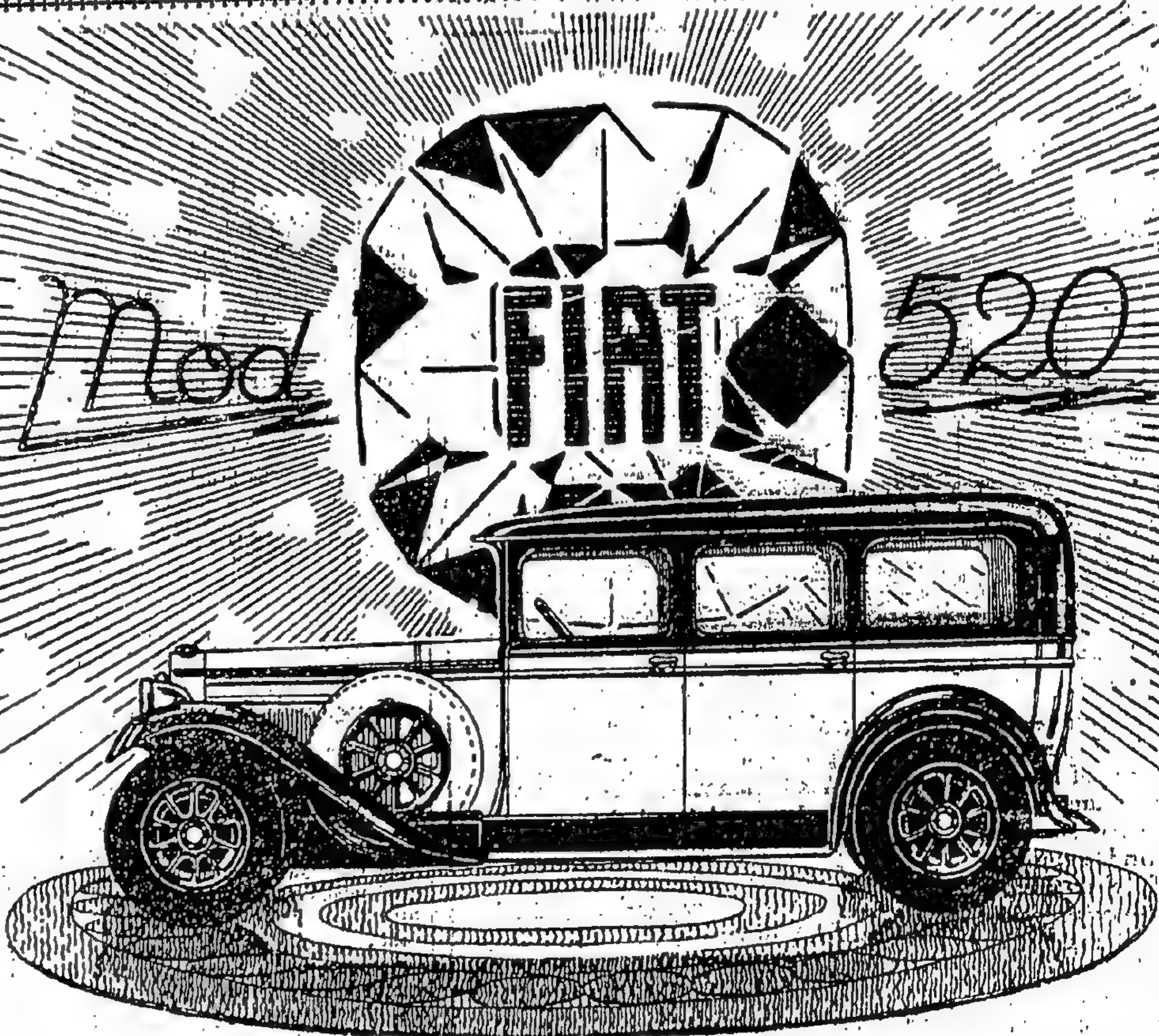
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MOTOR FREIGHT VEHICLES

Write us and our representative will call.

Telephone Central 4831.

DEAL DIRECT.



*Announcing the new Fiat mod. 520
the six superexcellent*

Sole Agents for Hongkong, Canton and Macao.
SOC. ITALIANA IMP. ESTREMO ORIENTE, LTD.
Managers:—A. GÖEKE & COMPANY.

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67, Des Vœux Road C.
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FIAT 520
FOR 1928
NOW ON SHOW

WORKSHOP:
67, Des Vœux Road C.
Tel. C. 4821.

OLD CAR PROBLEM.

Should They be Taken Off the Road?

Discussing editorially a suggestion that "cars of a certain age or of a degree of mechanical inefficiency should no longer be allowed on the road," *The Motor* remarks:—

"The supposition is, presumably, that all cars reach a period when their mechanical efficiency is supposed to have become impaired to

an extent that makes them a menace to their owners and to all other users of the road. A more absurd contention could not possibly be advanced. The condition of a car, say, five, or six or even eight years old, depends largely upon the way in which it has been driven and the attention that has been given to its maintenance. Referring to British cars in particular, there are many of reputed make which, in the hands of careful owners, capable of maintaining them in good order, or periodically submitting them to an expert mechanic for overhaul, will have

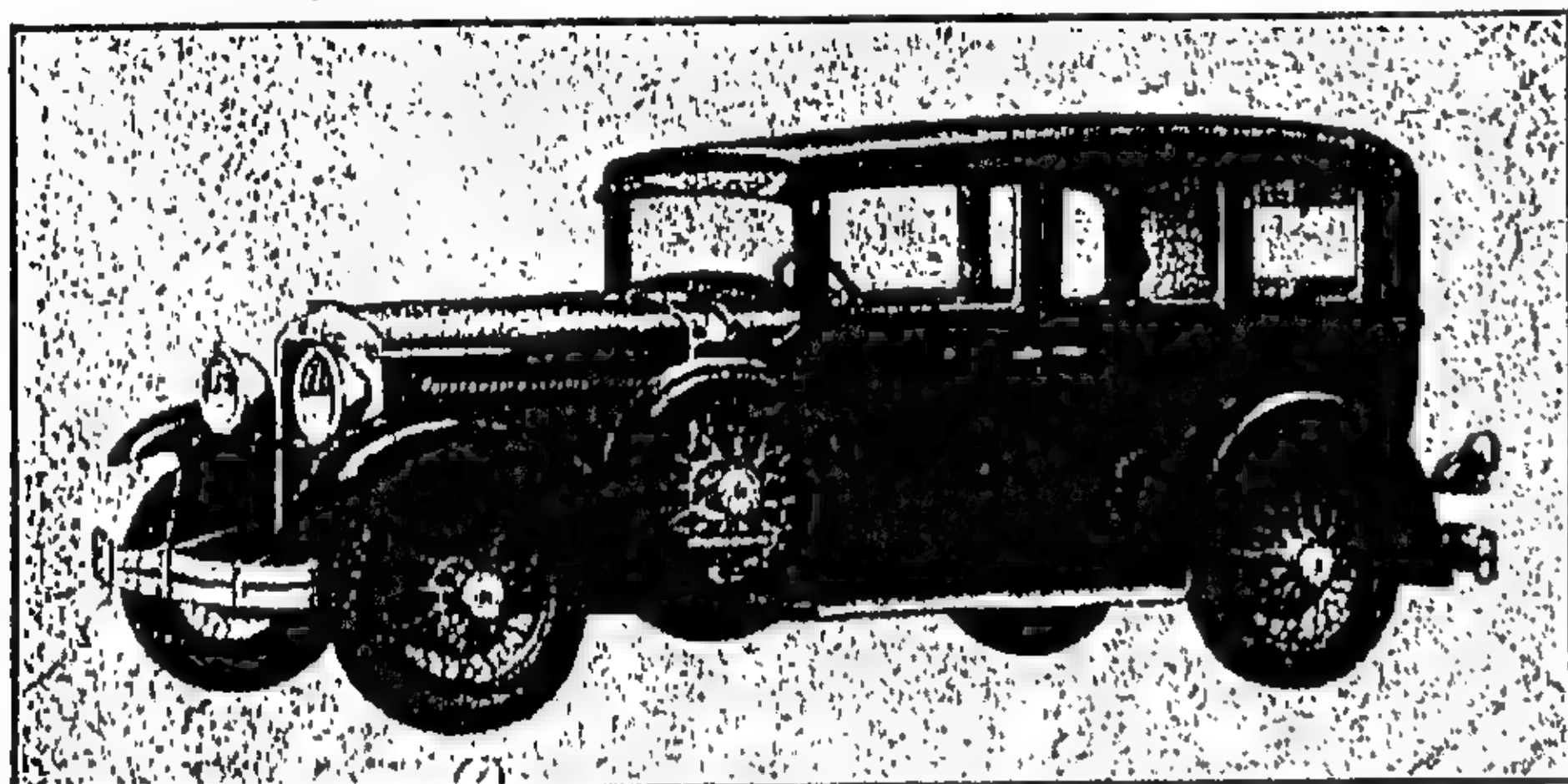
almost indefinite service; indeed, the age limit of useful service of such cars would be difficult to define.

"Even assuming that old cars have in some cases been indifferently treated in service and infrequently reconditioned, the number of such instances of neglect is not sufficient to justify a suggestion that might necessitate the setting up of an elaborate system of inspection and the appointment of a horde of new officials to examine and report upon them and generally to harass their owners.

Why, again, should it be as-

Come to our Showroom and let us demonstrate to you

THE NEW Six Cylinder



HUPMOBILE

5-SEATER. 7-SEATER. SEDAN.

SALES DEPARTMENT

DRAGON MOTOR LIVERY SERVICE,

Sole Agents for Hongkong and South China.

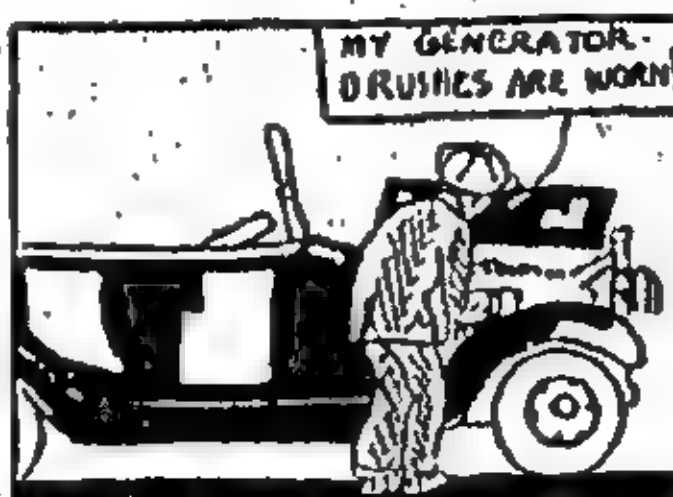
24 Des Voeux Road Central. Tel. C.482 & C.3552.

HINTS FOR THE MOTORIST

ALBERT L. CLOUGH
IMPROVED LUBRICATION FOR OIL ENGINES.

Among the most notable additions made to the equipment of late car models are means for safeguarding the quality of engine oil and hence of reducing engine wear. These include devices for preventing access of solid abrasive matter, water and unburned fuel to the oil and of continuously removing from it such contaminants as may enter it. Air cleaners, oil filters and recifiers and crankcase ventilation devices are included in this class and their

Short Lived Brushes.



use tends not only to longer engine life and less frequent need for repairs, but to economy of oil and reduced labour in draining and refilling engine lubrication systems. Fortunately, some of these oil-safeguarding devices, appearing as improvements on new engines, can be applied to old engines and when so installed go far toward bringing them into line with the latest practice in lubrication. Both oil-purifiers and air-cleaners are now offered, as accessories, in considerable variety and applicable to so wide a variety of conditions, as to fit most existing engines. The installation of an air-cleaner is well worth considering by every motorist who drives much over dusty roads and the adoption of an oil purifier, either of the straight filtration type or one employing heat for water and fuel and elimination, is an attractive proposition for every owner who is looking for engine improvements. Many of the factories have only lately adopted air and oil-cleaning devices as standard equipment on engines which have remained practically unchanged in design for several seasons and can inform their customers what devices are best adapted for installation on each of their earlier engines as were not provided with these auxiliaries. Crankcase ventilation arrangements are a newer development than air and oil cleaners, but are of such a character as to lead to the hope that they may prove adaptable to installation on cars originally not fitted with them. By the provision of available oil-safeguarding devices, in conjunction with adequate intake heat supply and means for maintaining circulating water properly warm, it is often possible to double or even triple the safe useful service of a single charge of engine oil.

Question:—The brushes of the generator on my car wear out after 1200 miles of service. What is the cause of this and what the remedy?

WORST OVER.

Capetown-Stockholm Tour.

Cables from Cairo have announced the arrival in that city on August 5 of the Chevrolet Expedition which is travelling from Capetown, South Africa, to Stockholm, Sweden, a ten thousand mile tour.

The arrival at Cairo is the culmination of a journey carried out over almost impassable country, where streams have been flooded, and tracks obliterated by torrential rains. Although never before has such an arduous trip been undertaken in light stock cars, Captain Lacey, leader of the Expedition, telegraphed from Cairo that the sedas and truck are both in excellent mechanical condition.

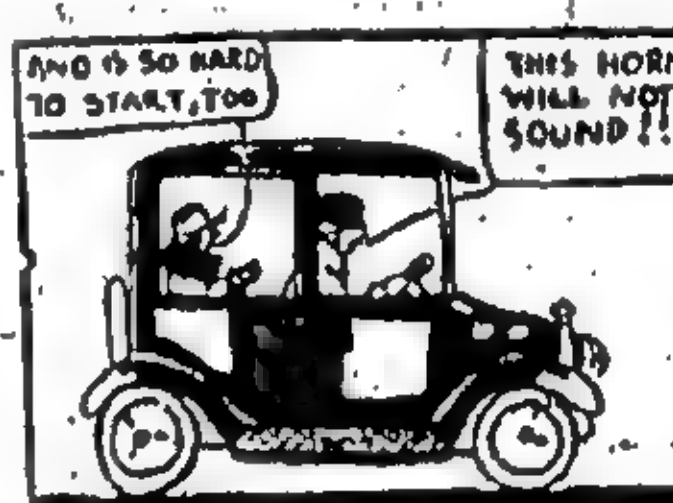
The journey was overland all the way, with no recourse to transit by either boat or rail.

sumed that there is a sufficiently large number of motorists who are foolish enough to risk their own and their passengers' lives on inefficient old cars to justify any suggestion so drastic as the compulsory scrapping of perfectly sound vehicles when they have reached a certain age?

Answer: Among the causes of rapid wear are the following: Use of brushes of insufficient cross section, thus providing insufficient contact area. Unsuitable brush material, lacking in wearing qualities or in lubricating properties capable of reducing friction. Roughness or unevenness of the commutator, caused by high mica insulation or otherwise and remediable by turning down the commutator surface or sanding it into a smooth condition. Too heavy pressure of the brushes on the commutator. Excessive sparking due to some electrical defect in the armature. We suggest that you have the commutator smoothed and install a set of brushes obtained for this generator from the concern that built it.

Question: My Ford Car has no storage battery and its engine is very hard to start. The lights are hardly bright enough to see them, while the horn will not sound at

A Weak Magnet?



All. The wiring has all been gone over, plugs cleaned and valves ground. What do you think is wrong?

Answer: It may be that the magnets of the magneto are weak. You better have the strength of the magnets tested and have the magnets renewed or recharged if necessary. Also see that the magneto contact spring in the top of the transmission cover makes a good contact with the magneto winding.

SECRETS OF THE MORRIS MINOR.

50 M. P. G. — 55 M. P. H.

BEING PRODUCED IN TWO MODELS.

Two important motoring disclosures were made recently. The first yields the details of the Morris Minor, more generally spoken of as the Baby Morris, which is to be sold at \$125 and \$135.

The other announces sensational cuts in the prices of Wolseley cars, also controlled by Mr. Morris. No less than £200 has been knocked off the price of the "Straight Eight" saloons hitherto sold at £750.

Secrets of the eagerly awaited Baby Morris cars—or Morris as they are officially termed—are revealed in the Morris price list for 1929.

The car is available in two models, a four-seater fabric saloon with four sliding windows and a four-seater tourer with rigid side-screens and all-weather equipment. In each case there is one door on each side. Both types are available in blue or brown.

The saloon model costs \$135, and the tourer \$10 less.

The four-cylinder engine is of nominal eight h.p. (tax 23) and has overhead valves and camshaft.

Its performance includes a speed of 55 m.p.h. and a petrol consumption of 50 m.p.g.

The car has wire wheels and the radiator is of the standard Morris type.

Pressure Lubrication.

Both models have seating room for four adults. The two front seats, adjustable and of the bucket type, are each 17 inches wide, and the back seat measures 15½ inches across.

Other details include pressure lubrication throughout, gravity feed from 5½ gallon petrol tank, three-speed gear box, four-wheel brakes, bumpers fore and aft, coil ignition, and long semi-elliptical springs, as in a big car.

Equipment includes head, side and tail lamps, speedometer, electric horn, automatic windscreen wiper, driving mirror and radiator thermometer and spare wheel.

A feature of the price list that will doubtless occasion a good deal of comment is that the popular Morris-Cowley models, which have had their prices progressively reduced for some years past are to be slightly dearer next year.

No Need to Sacrifice.

This is explained by the fact that in the past certain sacrifices in coachwork had to be made in the attainment of the lowest possible price. With the Morris Minors in the market this policy is no longer necessary, and the new Cowleys are greatly improved cars with better coachwork and finish, pressed-steel panel work, lowered chassis with improved springing, dipping headlights and bumpers fore and aft. The full price list is as follows:—

	New Old	Price Price
Morris Minor.		
Saloon	135	135
Tourer	125	125
Morris-Cowley.		
11.9 Saloon	190	185
" 2-seater	100	142 10
" Coupe	180	175
" 4-seater	175	170
Morris-Oxford.		
14.23 Coupe	255	230
" Saloon	240	250
" 2-seater	220	210
" Fabric Saloon	255	273 10
" Tourer	215	225
" Saloon de Luxe	265	275
16.40 Tourer	295	
" Saloon	310	
" Fabric Saloon	320	
Morris Six.		
17.7 Saloon	375	395
" Coupe	365	395

Apart from the Morris Minors, all models have dipping headlights as standard fittings, and closed cars have locks on the doors. Bumpers are standard on the whole range of cars.

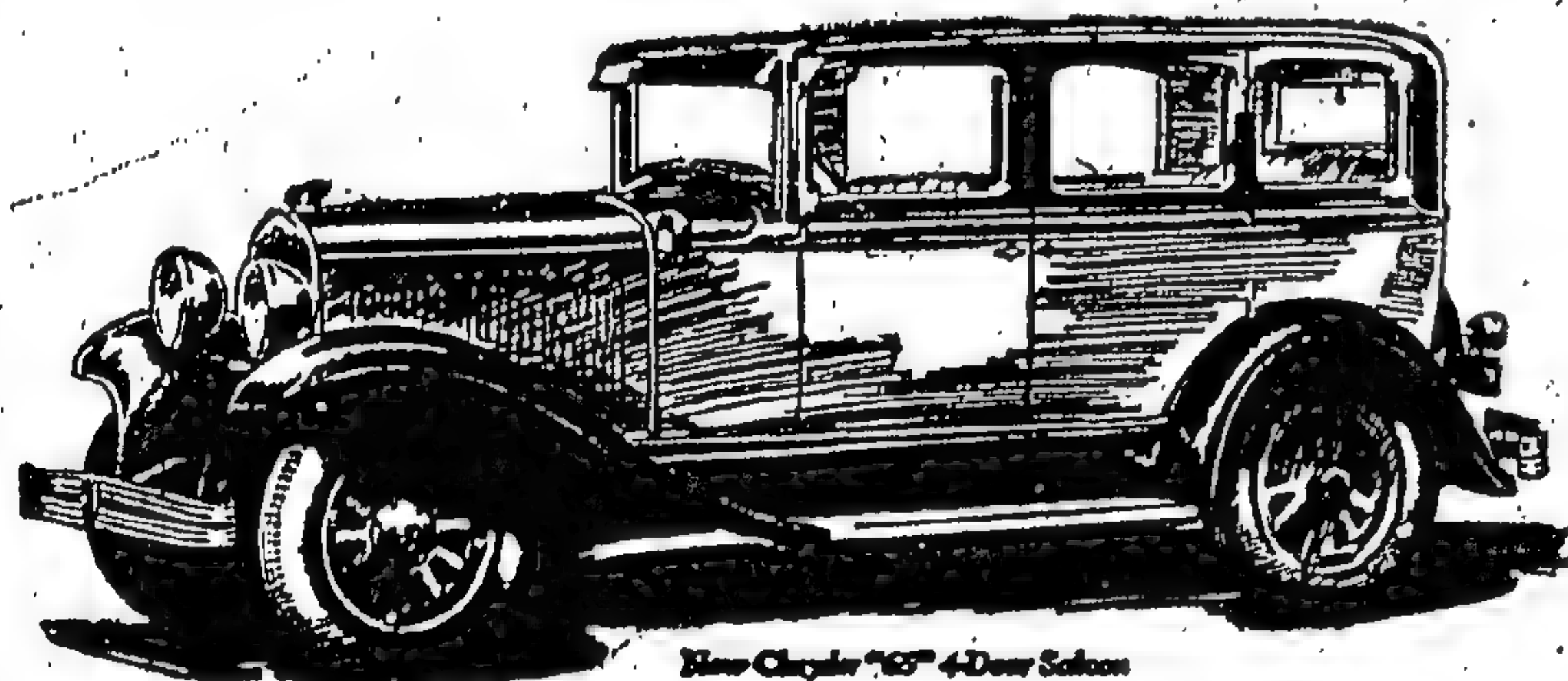
SOME LAWS DO GOOD.

A report from the National Automobile Chamber of Commerce says that Detroit, through strict enforcement, has reduced its motor fatalities 27 per cent. for the first five months of the year.

FEW CARS IN RUSSIA.

Despite its size, Russia numbered only 21,000 automobiles within its borders last year. This is even less than the cars registered in Nevada, which has the lowest registration of all states.

New CHRYSLER "65"



New Chrysler "65" 4-Door Sedan

IN the new Chrysler Sixes—the "75" and the "65"—Chrysler now sets striking new measures of beauty, when the artistry of an industry was seemingly at its height—new measures of performance, beyond even the sparkling Chryslers of other days—new measures of value—lower prices. . . . It is expected of Chrysler that it shall provide the public with new style, new performance, new quality, new value. For it is the outstanding genius of Chrysler engineering, research, and manufacture that periodically they produce new extraordinary

offerings, beyond anything else the industry provides in performance and style. . . . It is natural therefore, that the public has acclaimed these new Chryslers as surpassing all that has gone before—as ushering into existence an entirely new motoring style that re-styles all motor cars. . . . In view of the unique degree of beauty, power, speed, luxury, comfort, efficiency and value of the new "75" and "65," it is not at all strange that the whole country is today more than ever Chrysler-wild.

Features—New Chrysler "65"—New larger engine—65 h.p.—"Silver-Dome" high-compression head using any petrol—characteristic Chrysler speed, power and pickup—counterweighted 7-bearing crankshaft, only car at or near this price with this costly feature—new, slender profile radiator—new bowl-shaped lamps

—beautiful cowl moulding and cowl lamps—new, longer chassis and longer, wider, roomier bodies—new arched window silhouettes—new "air-wing" full-crowned wings—new internal expanding Chrysler hydraulic four-wheel brakes, unaffected by weather conditions—Lowey hydraulic shock absorbers, front and rear—spring ends anchored in live rubber, instead of metal shackles.

A. LUNG & CO.

19, Queen's Road, C.

Tel. C. 1219.



It's Here!

THE Silver Anniversary Buick is in our showrooms. Come as our guests to-day, see Buick's new body lines and colors and arrange with us to drive the new car.

The Dragon Motor Car Co., Ltd.

Tel. phone Central 1246 or 1247.

33, WONG NEI CHUNG ROAD, HAPPY VALLEY.

CARLESS.

Bermuda Prohibits Them.

PEDESTRIANS' PARADISE.

If the island of Bermuda wanted a slogan it might choose from "The Pedestrians' Paradise" and "The Jay-Walkers' Playground." Reason? There is not a motor car on this island of the West Indies, and

there never will be a car until some salesman convinces the Government that the time is ripe to revoke the law which says, in unmistakable terms, that not a single car may be sold for use in Bermuda.

Visiting motorists from more speedy portions of the globe look at the island and sigh; sigh to see perfect roads everywhere, exquisite scenic highways—and nothing faster than a horse.

Many of the inhabitants have never seen a car, so they will never know what they are missing—nor what is missing them.

Nash New "400" Series Important Features.

Three series.
16 enclosed models, 6 open models.
4 wheelbase lengths.
Salon bodies.
Twin ignition motor.
Aircraft type spark plugs.
High compression.
Bonnalite aluminum pistons.
(Invert struts)
7-bearing crankshaft.
(hollow crankpins)
Houdaille and Lovejoy shock absorbers.
(exclusive Nash mounting)
Torsional vibration damper.
New double drop frame.
Bijur centralized chassis lubrication.
(lubricates 21 vital parts by 1 stroke)
One piece Salon fenders.
Clear vision front pillar posts.
All exterior metalware chrome plated over nickel.
Shorter turning radius.
Longer wheelbase.
Easier steering.
Body rubber insulated from frame.
Biflex-Nash bumpers and bumperettes.
FREE RIDE FOR PROSPECTIVE BUYERS



Twin

Ignition.

CHANGES—

More power and greater speed.
Fuel Economy.
Faster Burning.
Thorough Combustion.
Uniform power impulses.
Higher compression with
Absence of spark knock.

All cars with spare tyre & complete set of tools &c.

NASH STANDARD SIX:

Touring.....\$1,200
2-door Sedan.....1,275
4-door Sedan.....1,350
Cabriolet.....1,385

NASH SPECIAL SIX:

Touring.....1,450
2-door Sedan.....1,495
4-door Sedan.....1,525
Cabriolet.....1,515

NASH ADVANCED SIX:

7-seater touring.....1,750
7-seater 4-door Sedan.....2,150

STOCKS CARRIED.

Prices for other models on application.

WONG SIU WOON

Sole Agent for SOUTH CHINA.

21, POTTING STREET.

PHONE C. 1474.

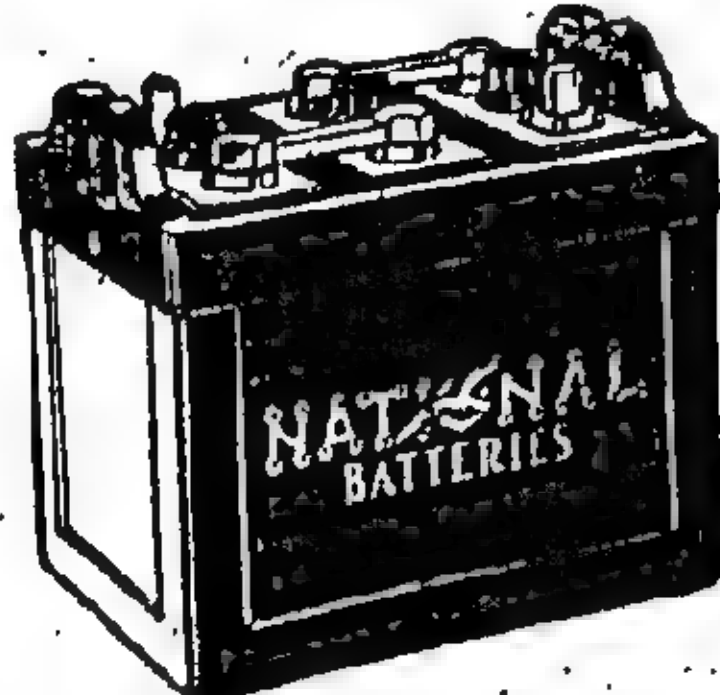
Service Station 76 Des Voeux Road Central. Phone C. 644.

NATIONAL BATTERIES

give the biggest value at the most Reasonable PRICE.

TYPE	CAR	PRICE
611RF	Auburn 4, Buick, Ford, Chrysler 4, Chevrolet, Whippet 4, Plymouth.	\$22.50
611SF	Chrysler 62, Essex, Jewett, Graham, Erskine, Whippet 6, Oldsmobile.	\$25.00
613RF	Buick, Studebaker Light & Std. 6, Gardner, Willys-Knight.	\$27.50
613SF	Auburn 8, Buick M. 6, Chandler, Hudson, Packard 6.	\$32.50
615RF	Chrysler 72 & 80, Studebaker Big & Spec. 6, Packard 8, Nash, La Salle, Cadillac.	\$40.00
127SF	Dodge before 1926, Graham Truck.	\$45.00

your next battery should be a NATIONAL.
BIG SHIPMENT ARRIVED.



Sole Agents:

A. LUNG & COMPANY

19, Queen's Road Central, HONG KONG.

THE RETURN OF ARTHUR.

In His "Excalibur" Car.

[By Fred Gillett.]

So all day long the wheels of motors rolled Along the Western Road from dawn till dusk. From London to Land's End and back again. The night closed in. The setting sun went west Like a red ball-light on a car of gold. And Dora closed the local village shops. As in the days of yore, when curfews rang The knell of parting day at 8 p.m.

It was at a wild and lonely spot on this particular road that a solitary sports model might have been seen plodding its homeward way on this particular night. Its driver was Sir Bedivere, junior. Somewhere between Stonehenge and Tintagel—he is a little hazy as to the exact spot—he became aware that he was not alone on the road. Something was approaching from the west; something more brilliant and dazzling in the way of headlights than he had ever struck. A moment later he struck it, or else it struck him, and he lay for some moments among the floorboards of his ditched sports model.

When he came to himself he was aware of a gigantic and kingly figure, clad in a complete suit of rustproof plus-fours, standing above him, counting the seconds.

"One, two, three, four, five, six, seven, eight, nine, ten. So you are counted out, as Mordred was in the last tournament at Lyonesse. Fair air, dost yield thee to my puissant car, Or shall we joust again—a merry bout?"

"No, that's about enough," answered Sir Bedivere, junior, who was a good-natured fellow. "I'll put the mat—or what there is left of it. But what's the game, and who are you?"

The kingly figure proudly unrolled a large white banner, on which were written in large red letters the words "Arthur is here." "That's all very well," said Sir B. junior, "but my insurance company will want a few more details. What's your name and address?"

"My name is Arthur—Arthur Uther's son, And my address was once at Caerleon And Camelot, but that is ancient history. I went away. I said I would return. And here I am. It's fourteen hundred years Since I went west. This Leap Year I've come back On a Ninth Wave."

At this surprising intelligence Sir Bedivere, junior, reports that his hair stood on end, like a permanent ninth wave at a haircraft exhibition, for he felt he was suffering from a bad attack of television or noctivisionitis. However, being a sports, he pulled himself together and said: "Well, Arthur, old man, glad to see you back, of course, and all that. And how are all the boys—Beaumonts, Dagones, Lancetots and all that lot at Camelot, what? And where have you been laying yourself up all this time?"

"I went," said Arthur, quoting Tennyson: "To the island valley of Avilion Where falls not hail, or rain, or any snow— "So you've come here for a change," interrupted Sir B. "Well, you'll get it in this climate—hail, rain or snow."

"That was one reason why I went away," King Arthur answered, "but the main reason was that the Table Round was broken up. And all my knights of that great fellowship were dead or else dispersed. Knight-errantry had ceased to be the sport that once it was. I waited till the time knight-errantry should be revived. I waited, as I say, some fourteen hundred years, until at last With the perfecting of the motorcar Knight-errantry is once more on the road And men ride forth in quest of high adventure. Courtesy is revived and chivalry, And people once again make pilgrimage To shrines and beauty spots, and on the road Seek deeds of derring-do—"

"I don't know about the derring," put in Sir B., "but the -do generally takes place at the garages. However, proceed. Your tale, tall as it is, intrigues me. How did you get the car? It looks a very posh one."

"My old friend Merlin by his magic arts Assembled it out of some ancient suits. Of past-off armour and a spear or two. Its chassis is the best Excalibur. Its body is upholstered in white samite. And on its radiator, once my shield, Observe the motto: 'Dieu et mon Deroit!'"

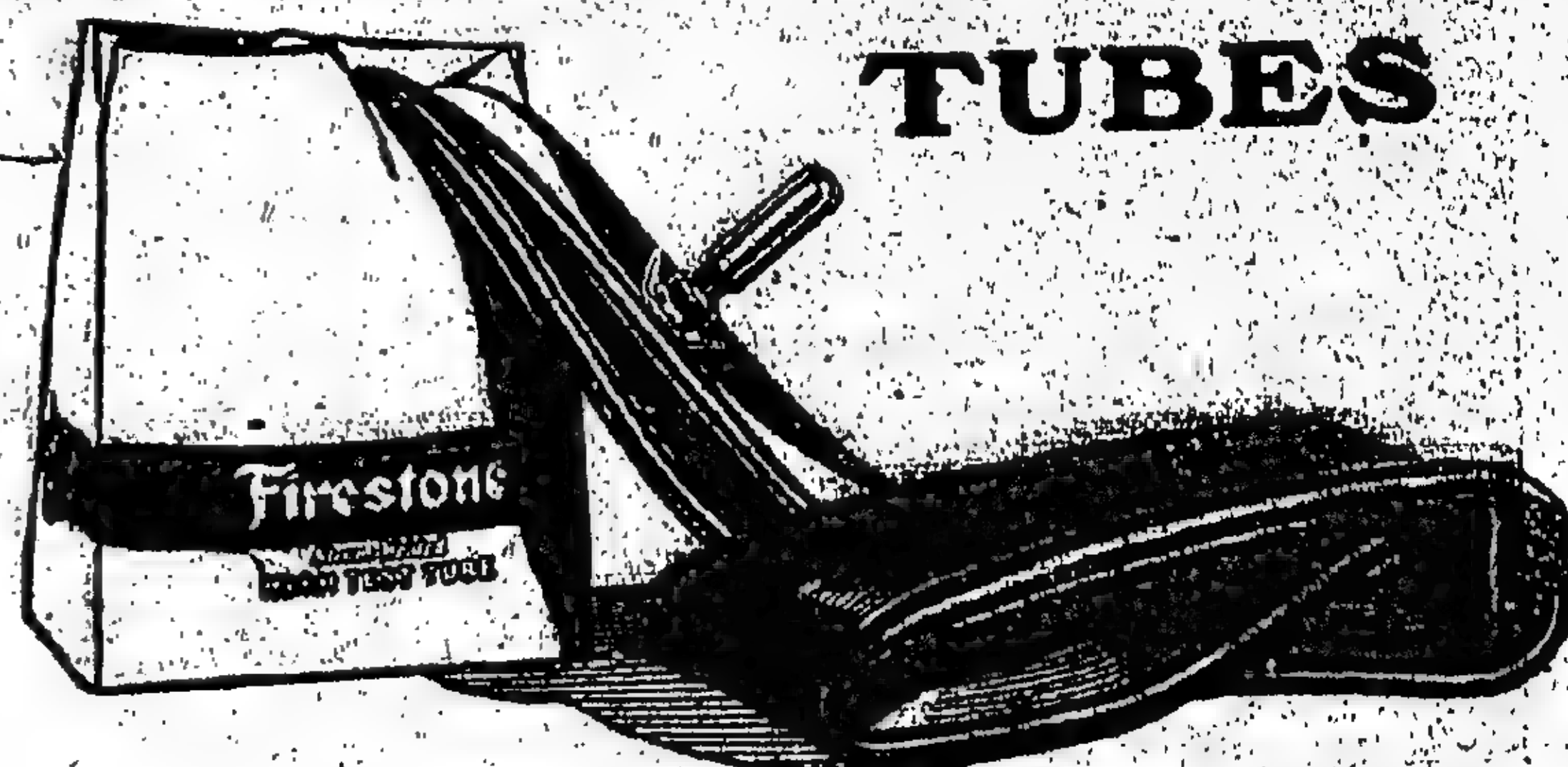
"And very nice too," said Sir B., "but, to come down to brass tacks, what are you out for, Arthur?"

"You may well ask. I have not come for nothing. I have a great idea that now's the time To organise a brand-new brotherhood, A kind of Order of the Table Round. But more so. I would make all motorists Join in a league of modern chivalry, And every motorist should swear an oath That he would never do a dirty deed For three years and a day; would never say He'd left his licence in his other coat. When he had let the fourteen days expire; Would never brag about his m.p.h. Or m.p.g., or tell his bosom friends What—or how often—he got out of her. Would never have his number-plate obscured; Leave unattended more than twenty minutes His car; or fail to pay a parking fee; Or do, in short, any unknighly deed, Within the meaning of the Motor Act. That might involve a blue-black ink stain On the escutcheon of his snow-white licence. "That," said the king, "is why I have returned. The old order changeth, as the poet says. And I would start a sort of Order of The Table Round brought up to date. May I Enrol you as a member? The subscription Would be quite nominal—say, ten-and-six, including badge. I've got a brainy title— A sort of ninth brain-wave—I thought of calling This new concern The Order of the Road—"

At this point Sir Bedivere, junior, stopped the flow of Arthur's blank-verse enthusiasm. "I'm sorry, old chap, but your idea has been anticipated. You are about five minutes too late. It's of course, a noble notion and all that, the sort of To-day's Great Thought that brings a gleam of sunshine into a foggy world and brings a smile to the face of the over-taxed motor owner who has just paid an extra, twenty-five per cent. on his insurance premium. But, as I say, Arthur, you're too late in boosting this Round Table Order of the Road stunt. It's been done. We're already over-badged. There are already a lot of orders—the R.A.C., the A.A., besides the Mustard Club and the Junior Turf Club."

Then Arthur took his seat behind the wheel, And turned his car Excalibur about. And, with a sigh as deep and gurgitous As a self-starter suffering from pain, As a chara, homing to its mate, Drove back to Avilion from whence he came To wait another fourteen hundred years Until the time—if ever—should be ripe For starting a new order of the road. Sir Bedivere sat up and rubbed his eyes. And said: "I fear they won't believe this tale. When I recount it at the Motor Club."—(Morris Owner).

STEAM-WELDED TUBES



Help Your Tyres Serve Longer

In Steam-Welded Tubes Firestone provides all the value made possible by careful workmanship and materials of fine quality. Moreover there is the special advantage of freedom from "slow leaks," which are so ruinous to tyre covers. Steam-Welding makes this possible by sealing the tube at the vital points, in live steam, under great pressure. Firestone Tubes hold the air perfectly, supporting your tyres at the right inflation pressure, and contributing to maximum service. It is common experience for these tubes with their special heat-resisting qualities, to serve through the lives of several tyres. Make your next one a Firestone.

MOST MILES PER DOLLAR

Firestone

STEAM-WELDED TUBES

THE DRAGON MOTOR CAR CO., LTD.

Telephone Central 1246 or 1247.

33, WONG NEI CHUNG ROAD, ... HAPPY VALLEY.

ONE SAFE PLACE.

According to the California State Automobile Association, the island of Bermuda, although having many miles of good roads, prohibits the use of automobiles.

NOT MUCH TIME.

The state of Utah allows visiting motorists only 10 days to register, after which time they must get a temporary license for one dollar, covering six months.

BAR BILLBOARDS.

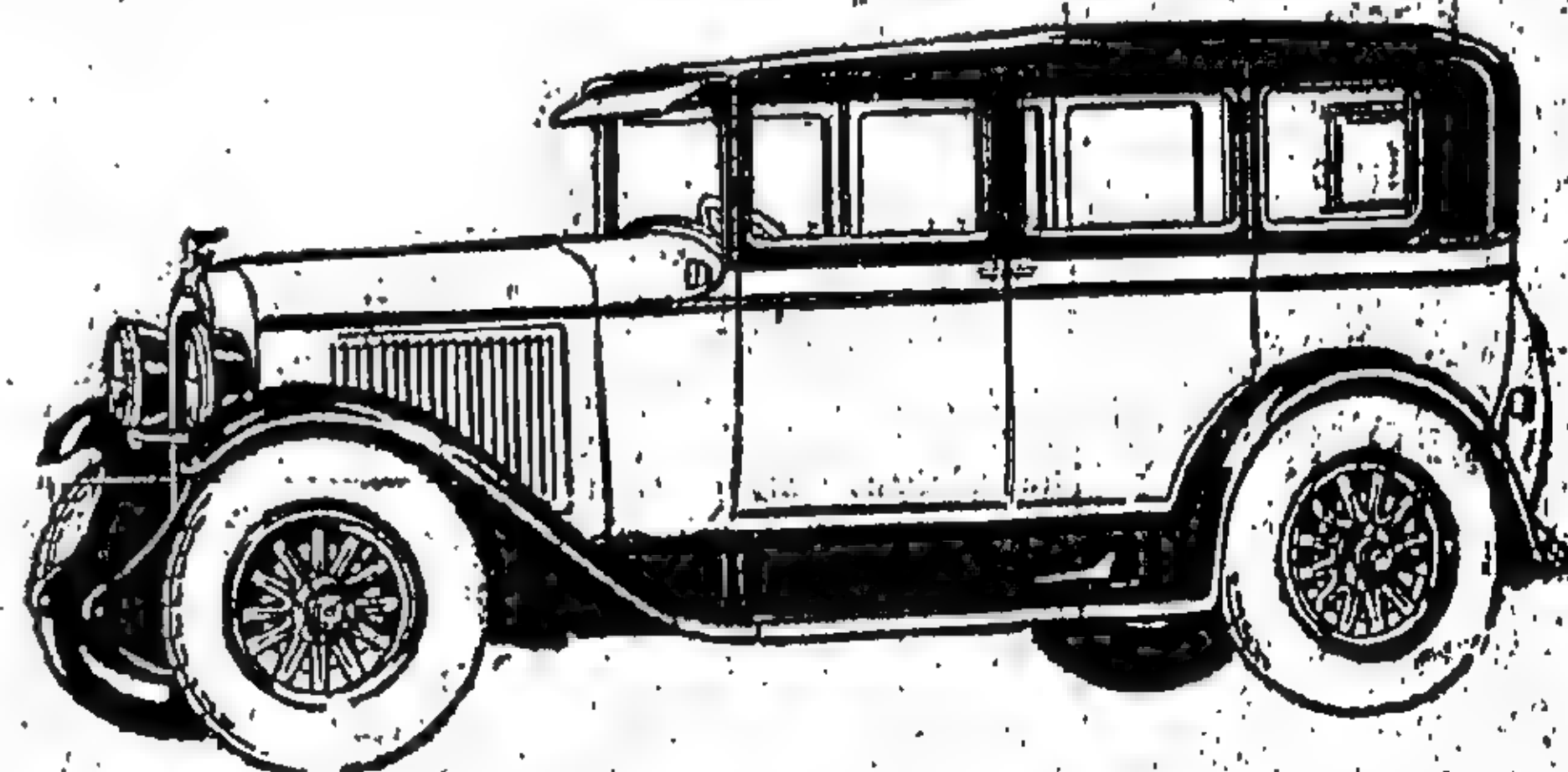
A bill introduced in the Legislature of New Brunswick, Canada, is planned to bar all advertising signs from highways in that province.

THE

PONTIAC

SIX

—EVERY FEATURE OF THIS POWERFUL SIX IS EXCEPTIONAL—



SPEED—BEAUTY—DEPENDABILITY

It is the speediest car in the world in its price grade, and its acceleration is the fastest throughout the entire speed range—walking pace to fast touring speed in a few seconds.

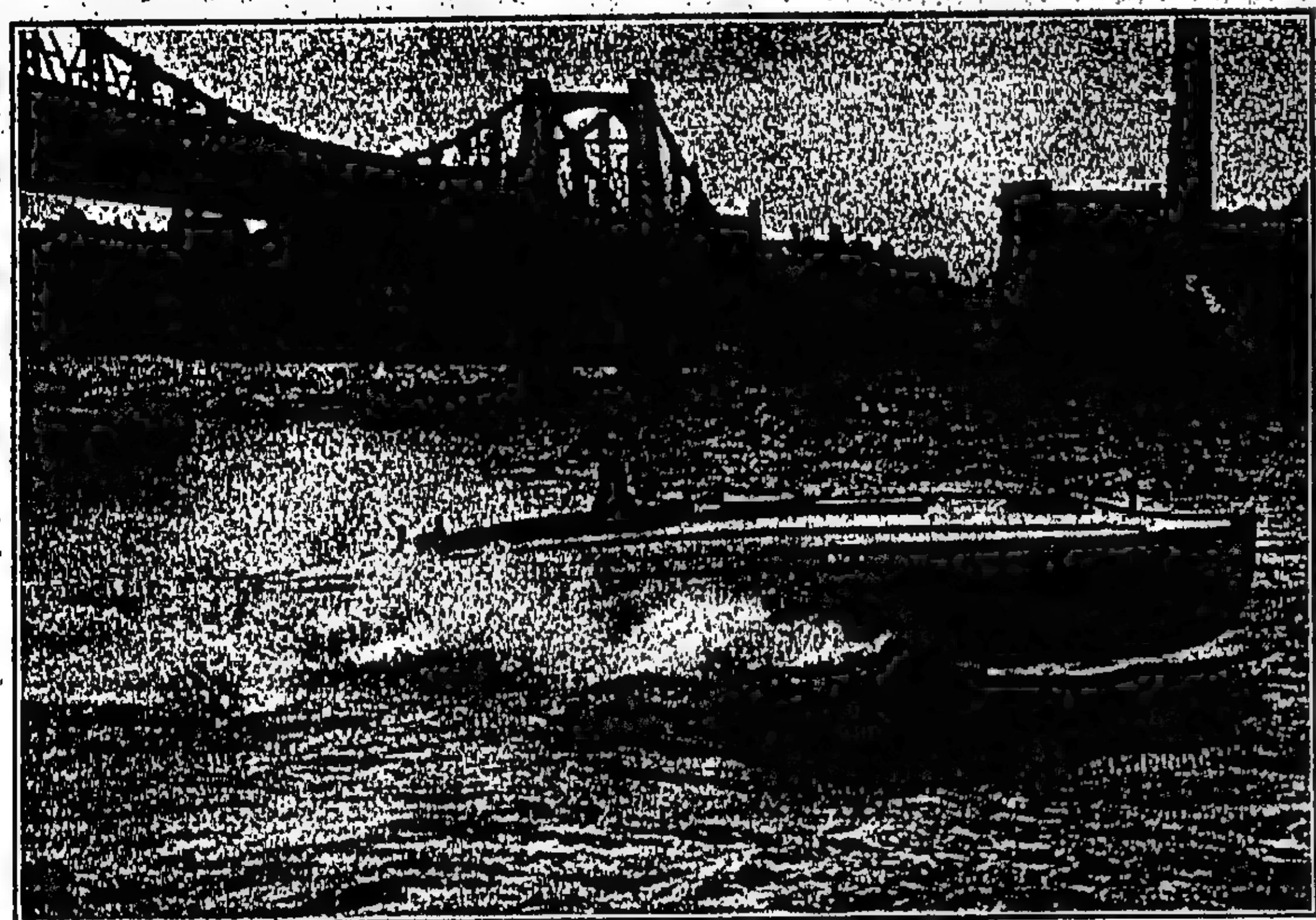
A luxury car—well beyond its price class in seat-room, leg room, and head-room, deeply upholstered and smartly trimmed; with extra long yielding springs. Book a demonstration to-day.

PHONE C. 3193.

LANE, CRAWFORD, LTD.

TEMPORARY GARAGE—CROSS LANE—WANOHAI.

MOTOR BOATING FOR THE OWNER-DRIVER.



Motoring round the coast where you may cruise in peace among picturesque islands, or brest the flying spray on the coastal seas has joys and experiences of its own. Here indeed is a pastime appealing to everyone with an instinctive love of the sea, readily accessible nowadays to most Owner-drivers, whose car experiences enables them quickly to feel "at home" at the wheel of a motor boat. The above picture is of a 28' Thornycroft motor boat capable of a speed of 25 knots. There are, of course, many different types better suited to longer cruising, where adequate cabin accommodation is provided. The local office of Messrs. John Thornycroft & Co., Ltd. will gladly supply information and advice to those seeking it.

MOTOR BOAT TAXIS.

Fast Passenger Craft at Home.

The motor boat is increasing in favour in England for coastal passenger trips. Plymouth, Torquay, Bournemouth, Shanklin, Ryde, Southsea, Brighton, Dover, Clacton, and Margate are amongst coastal towns where speedy passenger craft are to be seen operating.

A leading British daily paper recently contained an article concerning the possibilities of motor boat taxis on the Thames, a feature of Motor Boating which will doubtless be common before very long.

THE UBIQUITOUS MOTOR BOAT.

Popularity of Motoring Afloat.

[By a Special Correspondent.]

Motor boating during the past twelve months has made amazing strides.

A short time ago, Motoring Afloat was looked upon either with complete indifference, superior tolerance, or active hostility. The general public were as a whole, totally ignorant not only of its capabilities and attractions, but even of what a motor boat looked like. The position has, however, undergone a complete change.

The aim of British Manufacturers of boats and engines has been to evolve a product which shall be the acme of perfection, giving the highest degree of service with a negligible risk of mechanical breakdown and assuring the utmost safety. That the manufacturers have succeeded in this ideal and that simplicity of operation, has come to be appreciated by all and is an added feature of modern British productions.

The popularity has spread also amongst the hardened yachtsmen as well as the uninitiated, for the name "engine" is no longer the anathema which it was formerly considered to be, it being now installed as a useful adjunct to the finest of yachts without detracting from its appearance, or in any way interfering with its primary use.

The Motor launch too, is now built in a variety of standard types, which are in any way suitable as yachts tenders, and in most cases permanent slung plates are fitted as standard to facilitate lifting out by yachts davits.

Not only in Great Britain is Motor Boating enjoying well merited popularity, but in all parts of the world one finds that this sport and means of travel and transport is making a strong appeal.

It is a pleasing aspect of the position, that with the increasing demand for Motor craft, greater preference is being accorded to British engines and boats. This is not surprising when it is remembered that the sterling value of everything British is embodied.

NEW ANGLES.

Safety League's Views.

FINANCIAL RESPONSIBILITY.

"The license to operate a vehicle on a public road is a privilege, and not a right granted by the State."

This is the contention of the Civic League of Improvement of the U.S.A., which has been organized for greater public safety.

The league's platform seems to be to discover all the reasons why the privilege should be withdrawn.

It considers that the existing standards of examination of drivers are too superficial, and thinks that the State should be empowered to cancel the license of anyone who, for any reason, may be considered unfit to drive.

Amongst many demands which savour of slight fanaticism the league is asking of American legislatures one sound enactment. That is: that all drivers deposit with the State in substantial form adequate proof of responsibility to meet all losses (such as a third party insurance policy), and that in lieu of this the license fee be increased to insure all victims or their dependents or heirs against loss.

Canada's Cars.

Canada has a motor vehicle registration of 939,478 passenger cars and trucks.

Don't close all the windows of a car. Signals are essential to motoring safety.

OUTBOARD MOTORS.

Good Sport with Boat Racing.

Four members of the Sussex Motor Yacht Club, Captain Costes, Mr. T. Roness, Bordewick, Mr. Prestwich and Mr. W. H. Bedford, entered Roness Outboard Motors to represent England at the International Outboard Motor Boat Regatta, held at Potsdam, Germany, during June.

In England, The Welsh Harp, Hendon, a fine piece of inland water is forming the venue for regular well attended meetings for outboard engine boats.

A very fine meeting took place on May 12th when 73 of these attractive little speed craft were entered, the maximum speed obtained during the day being 23.2 M. P. H.

The Welsh Harp is providing excellent sport for the outboard craft for dwellers in London and Metropolitan districts, while provincially a large number of yacht clubs have in many cases their own outboard sections and attractive list of fixtures.

A MEMORY COURSE.

Ontario is said to be contemplating a law that will fine a motorist \$10 for walking away and leaving his car unattended or unoccupied, unless locked. For a second lapse of memory, the fine is \$25.

FRONT DRIVE.

Early Use Predicted.

[By Israel Klein.]

Although many American engineers believe that the disadvantages to the front wheel drive in automobiles far outweigh its advantages, Herbert Chase, New York automotive engineer, predicts its extensive adoption in this country within the next few years.

Chase ventured this opinion recently in a talk before the Society of Automotive Engineers, at Quebec, and backed it up with a long array of facts. He balances the advantages against its proclaimed disadvantages, and is inclined to favour this type of drive against the present conventional form.

These advantages, according to this engineer, are:

"1—Relatively unobstructed space for a body of almost any desired design, floor height and dimensions.

"2—Elimination of a bulky and complicated rear axle.

"3—Possibility of improved riding qualities, including less pitching.

Safe From Skidding.

"4—Increased safety due to less skidding tendency and to ability to take turns at higher speed.

"5—Driving force always applied to the wheels in the direction of their motion.

"6—Elimination of a long propeller-shaft, and substitution of shafts having lower speed and less tendency to vibrate.

"7—Possibility of proved traction under certain conditions.

"8—Possibility of great quietness and freedom from body rumble.

"9—Ability to provide front-wheel braking without carrying brake-drums and operating mechanism on wheels or axles.

Cheaper to Maintain.

"10—Lower upkeep costs due to greater accessibility and better lubrication.

"11—A less expensive rear-axle and a simplified frame-construction.

"12—Freedom from shimmy tendencies.

"13—A possible decrease in tyre wear due to lessened skidding tendency.

"14—Decrease in the total weight of the vehicle.

"15—Decreased side-sway.

"16—Decreased thrust on front-wheel bearings.

"17—Front axle and springs can be relieved of all braking torque.

"18—All springs can be relieved of driving torque reaction."

Fewer Disadvantages.

Against all these, Chase records the following disadvantages:

"1—Decreased traction under some conditions, notably in hill climbing and when accelerating.

"2—Possibility of greater injury to the driving mechanism in the event of collision.

"3—Difficulty of obtaining satisfactory weight-distribution, especially in trucks and motor-coaches.

"4—Increased over-all length, or an increased wheelbase for the same length of body.

"5—Increased complication in the driving mechanism.

"6—Decreased space for the radiator.

"7—Increased expenses of the front axle, or its equivalent, and the driving mechanism.

"8—Insufficient road clearance in front, considering the present small-diameter wheels.

"9—Difficulty of getting a quiet drive, especially with a bevel drive mounted on the frame.

"10—Possible slight decrease in mechanical efficiency.

"11—Harder steering due to increased load on the front axle and the steering pivots.

"12—Difficulty of obtaining an adequate steering-angle."

200 MILE RACE.

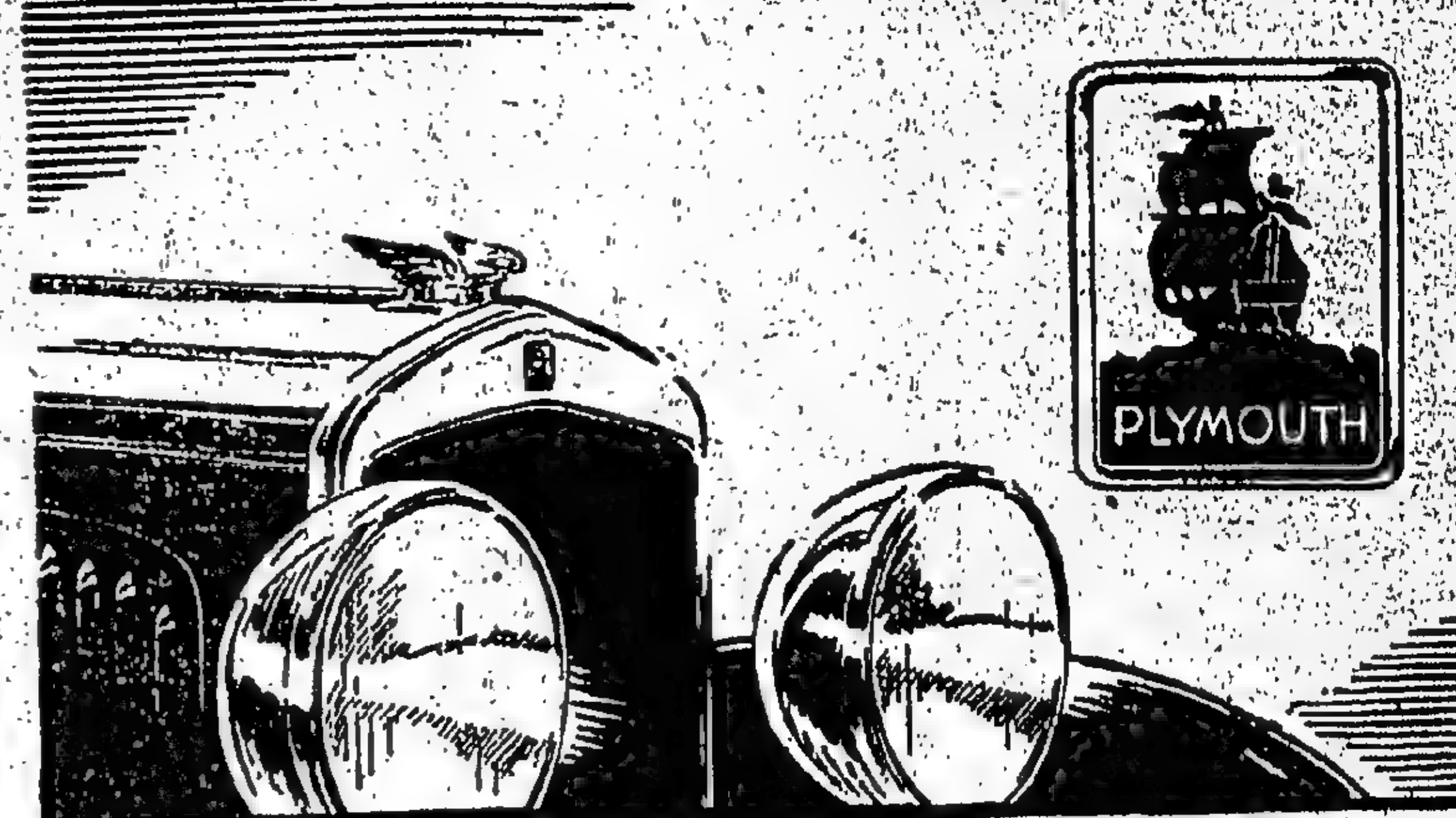
High Speeds on Track.

Some exciting racing was seen on the famous American racing track known as the Altona Speedway, on August 19th, when, after leading continuously from the half way mark, Lou Meyer, recorded his second big win of the season by winning the 200 mile International Sweepstakes. His time for the race was 1-42-54, an average of 117 miles per hour.

McDonough, who led for the first hundred miles, finished second, his time being 1-43-43, and Cliff Woodbury, who took Fred Comer's place at the wheel of the latter's machine, owing to a flying splinter shattering Comer's goggles, was third in 1-44-55.

Sixteen famous racing motorists competed, but only seven finished the course. It is interesting to note that the first three winners used Firestone tyres.

NEW CHRYSLER PLYMOUTH



A New Car..A New Car Style..A New Zenith of Low Priced Car-Luxury and Performance

New slender profile.

chromium-plated radiator.

Long, low bodies.

Generous room for 3 to 5 passengers, according to body model.

Luxurious deep upholstery and appointment detail.

New "Silver-Dome" high-compression engine, for use with any petrol.

Smooth speed up to 60 and more miles an hour.

Chrysler light-action internal expanding hydraulic four-wheel brakes—no other car of this price possesses this feature.

With the new Plymouth, Chrysler is the first to give, at so low a price, the advantages of performance, riding, ease, dependability and full adult size which characterize fine cars of higher price.

It is so revolutionary an advance over other low-priced cars, it is such conclusive evidence of the past year's strides in the science of motor car manufacturing that you will surely want to see it and drive it.

A Plymouth ride is the best demonstration of the ease with which it leaps from 5 to 60 and more miles per hour—the quiet of its power and the smoothness of its flight. You yourself must

put your foot to the light-action internal hydraulic 4-wheel brakes to know the confidence of the fastest and safest deceleration you have ever experienced.

And above all, you must see its beautiful lines and finish, and stretch at ease in its deep upholstered, full adult-size bodies, to comprehend how completely the Plymouth surpasses cars in the low-priced field.

Please see and ride in the Plymouth. We believe you will discover there has never been a car anywhere near its price that can approach the Plymouth for power, pickup, smoothness, easy handling, safety, quietness and roominess—nor that can equal it in beauty and style.

A. LUNG & CO.

19, Queen's Road, C.

Tel. C. 1119.

RECENT MOBILOIL SUCCESSES

BROOKLANDS

August 11th.

3 Firsts
2 Seconds
3 Thirds

NORTHERN CENTRE A.C.U. SPEED TRIALS

August 8th.

30 Firsts
24 Seconds
11 Thirds

CRYSTAL PALACE

August 11th.

3 Firsts
2 Seconds
1 Third

TADCASTER M. C. GRASS TRACK RACES

August 11th.

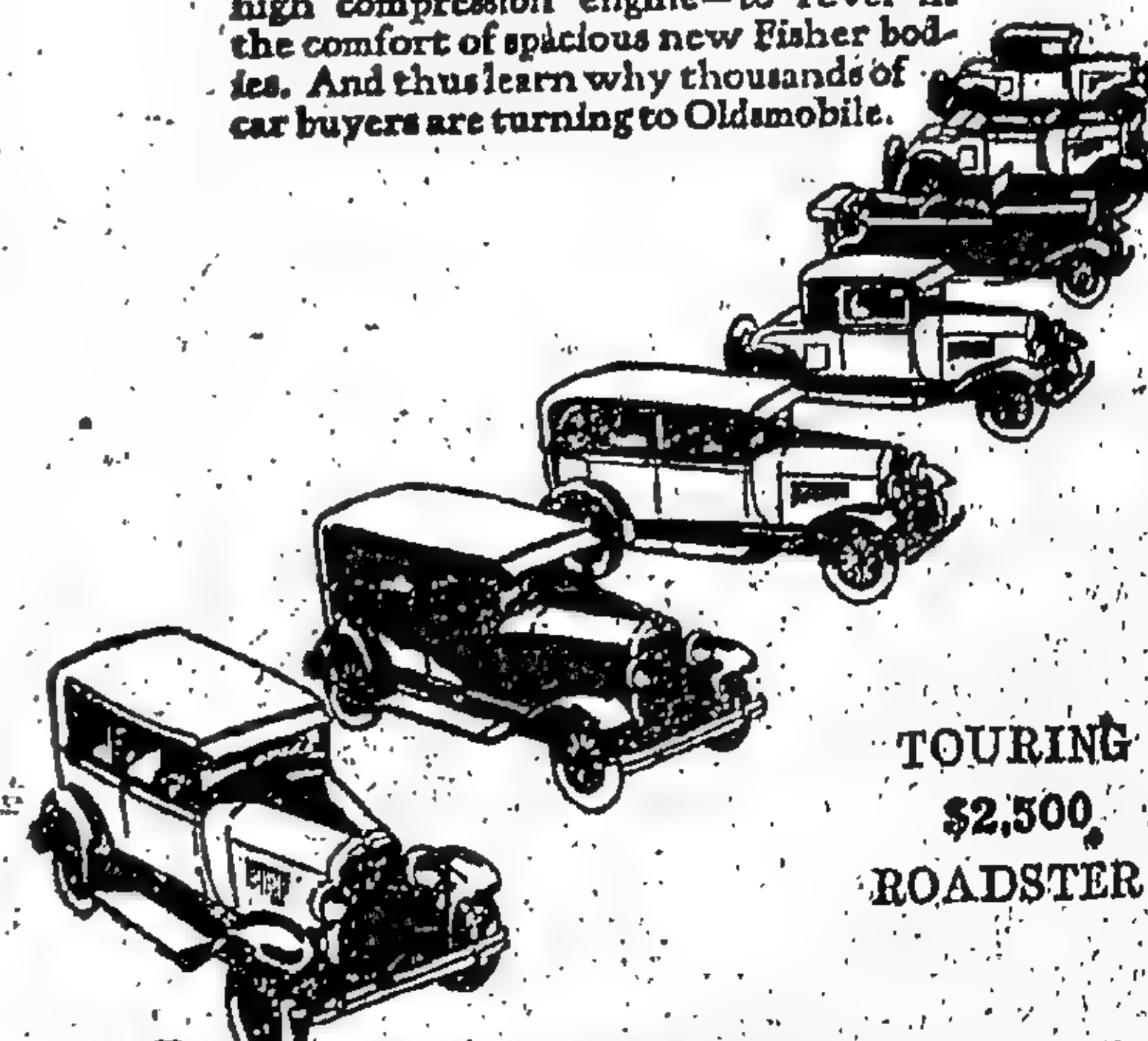
4 Firsts
2 Seconds
5 Thirds

NEW CREATIONS by ARTIST-ENGINEERS

This new Oldsmobile is motordom's good news for 1928. It reveals new and sophisticated elements of style. It embodies new engineering features. It typifies the whole new spirit of the times—because it reflects the master touch of artist-engineers.

Though you may have formed the highest opinion of its beauty... and its performance—we urge you to come in for a personal inspection.

We want you to experience the silent, smooth performance of the new 35 h. p. high compression engine—to revel in the comfort of spacious new Fisher bodies. And thus learn why thousands of car buyers are turning to Oldsmobile.



TOURING
\$2,500
ROADSTER

OLDSMOBILE

PRODUCT OF GENERAL MOTORS

The Dragon Motor Car Co., Ltd.

Telephone Central 1246 or 1247.

88, Wong Nai Chung Road, Happy Valley.

THE FINE CAR OF LOW PRICE

PICTURESQUE SCENE AT YESTERDAY'S BIG WEDDING.



The above pictures show the Master of Nanter and his bride being drawn in a motor-car from the Cathedral to the Murray Barracks Mess after the wedding yesterday afternoon. The car was preceded by the full Pipe Band of the K.O.S.B., shown on the right. (Photos: Mee Cheung).

MUKDEN AND THE NATIONALISTS.

WELCOME FOR GENERAL PEI CHUNG-HSI.

Shanghai, Sept. 28. The people of Mukden are organising a big reception in honour of the arrival of General Pei Chung-hsi, the Nationalist leader, who was expected there some time last night.

He is being accompanied by General Yang Yu-ting, Chief-of-Staff of the Fengtien Armies.

WHIST DRIVES.

TWO SUCCESSFUL KOWLOON FUNCTIONS.

The usual fortnightly whist drive was held at the Kowloon Bowling Green Clubhouse last night, and proved a most successful function. The results were: Ladies.—1st, Mrs. Nish (130); 2nd, Mrs. J. C. Brown (116); hidden number, Mrs. Macfarlane (97); booby, Mrs. W. Anderson.

Gentlemen.—1st, Mr. Young-husband (122); 2nd, Mr. P. T. Farrell (117); hidden number, Mr. Sturgeon (95); booby, Mr. Cuthill.

For M.C.I. Funds.

Given by the Kowloon Dock Recreation Club on behalf of the Kowloon branch of the M.C.I., the whist drive held at the Dock Canteen last Saturday resulted in a sum of \$115 being raised. The winners were:

Ladies.—1st, Mrs. Craig (160); 2nd, Mrs. Provan (148); 3rd, Mrs. J. C. Brown (144); booby, Mrs. T. Ferguson (114).

Gentlemen.—1st, Mr. Calman (148); 2nd, Mr. C. Atkinson (147); 3rd, Mr. S. Gray (113); booby, Mr. S. Gray (113).

The winner of the shaw was Mrs. Nish, with ticket No. 74.

Yesterday's return of notifiable diseases states that there were three cases of diphtheria and one of puerperal fever. All were Chinese.

A Chinese, who was arrested last night at the Macao Wharf, was charged this morning before Major C. Willson with possession of a revolver. The police informed the Magistrate that the defendant was a Chinese immigrant returning to his country from Cuba. His Wharf was also told that the revolver was broken up and concealed in various parts of the man's luggage. A fine of \$250, or three months' imprisonment, was imposed.

LETTERS FROM HONGKONG.

(Continued from Page 8.)

A little of its language; I have sympathised with the people in their grievances against the Government, and with the Government in the suppression of the people; I have tasted new foods and drunk old drinks;—encountered smells both ancient and very modern; I have seen 'junks' slipping slowly over the warm opal water. On the whole it has not been a bad time. I can look back on pleasures as well as some disappointments.

And for the future, I say farewell to griffindom. With one foot on the brass rail (metaphorically speaking) one elbow on the mahogany counter, the other slightly raised in a form of salute, I take my leave of you in a comely phrase. Adieu.

It has been said before, of course. Even the best journalists are seldom original. Perhaps I should be putting it more delicately, more sweetly, more in keeping with the spirit of the hour, were I to say, quite simply, Cheerio!

ZIM.

KIDNAPPED MAN ESCAPES.

RETURNS TO HONGKONG WOUNDED.

In regard to a previous report, that a villager of the Sheungshui district of the New Territories, who was kidnapped by robbers some time ago and taken into Chinese territory, had escaped from his captors, official confirmation is to hand, which states that the man has returned to his home.

The man says he was taken by the kidnappers to Shawan, in Chinese territory, but after some day spent in captivity, he decided to make a desperate bid for freedom. Whilst running away he was pursued and fired upon, but succeeded in out-distancing the robbers and making his escape, despite the fact that he was hit and wounded in the hand.

He returned to his home at Sheungshui, where the local Police Station was informed of his arrival. After furnishing the police with particulars of his detention and escape, he was sent to hospital.

YANGTZE BANDITS.

NOW BEING DISPERSED BY MILITARY.

The bandits in the Wushan district are now being dispersed by the military, and appear to be moving inland away from the river. They are estimated to number about 1,000 strong.

This will no doubt stop the firing on British steamers which has become commonplace in the last few weeks. Each attack has been carried out from the Wushan district.

BRITISH SUMMER'S SUNNY HOURS.

HIGHEST TOTAL FOR SEVENTEEN YEARS.

London's August sunshine exceeded 200 hours, and this, with 211 hours in June and 291 hours in July, gives a total of more than 700 hours for the summer.

This is the largest record for 17 years, and in no other year since 1911 has each month from June to August provided 200 sunny hours. Last year the three months yielded only 460 hours between them.

Though August rainfall is almost exactly normal in London the month has been extremely wet in many parts of the country. At Eskdalemuir (Dumfries) nearly 9½ in. of rain has been registered, and the total since January 1 there exceeds the average for the whole year.

Douglas (Isle of Man) reports over 6 in during the month, compared with 6½ in. in the dismal August of last year.

ACTRESS'S BATHING COSTUME BANNED.

WHITE OFFENDS, BUT YELLOW DOES NOT.

Miss Winnie Wager, the actress, had a disconcerting surprise when, with her husband, Mr. Henry Claff, and Miss Victoria Carmen, she went to the Wallacey municipal baths.

She had donned a thick white wollen bodice and thick red knickerbockers, with skirt, when the attendant entered the water, when the attendant approached, saying she would not be allowed to bathe with a white-topped costume.

"The attitude adopted by the officials was petty and childish," she said, when interviewed later. "I have never heard anything like it. There is nothing indecent about my costume, and the officials agreed. It seems that if the bodice had been yellow it would have been all right. There were people bathing with costumes of similar style, but in colours."

TESTS FOR THE CITY POLICE.

HOW THE HIGH STANDARD IS MAINTAINED.

The City of London Police, according to the annual report of the Commissioner, at the end of last year numbered 1,116, of whom 1,098 were available for public and 18 for private service.

The high standard expected of the Force, it is recorded, may be gauged from the fact that of 11,501 applicants for admission 4,120 abandoned their applications, 7,003 were found to be unsuitable owing to age, height, physique, &c., while of the 378 who attended for medical examination 205 were found to be unfit for educational and other reasons, leaving 118 physically, educationally, and otherwise fit for appointment.

The number of applicants for admission—9,401—it is stated, was abnormal.

The total number of persons apprehended by the Force during 1927 was 1,270, against 1,290 in 1926.

At the beginning of 1927 there were 328 aliens registered with police as residing in the City of London. During the year 187 reported their arrival and 250 departed. At the end of the year the number on the register was 255. Russians accounted for 98 of this total, Italians 65, and Dutch 28.

HAKUHO MARU'S THANKS.

MESSAGE TO LOCAL NAVAL AUTHORITIES.

The following message has been received by the naval authorities in Hongkong from the owners of the Japanese steamer s.s. Hakuho Maru:

"Will you kindly accept our appreciation of your kind arrangements? The Hakuho Maru has now left the rock and taken shelter at Cochin Bay to await the arrival of the salveur for temporary repairs."

It will be recalled that when the steamer sent out an "S.O.S." that she was sinking, H.M.S. Thracian was despatched to the spot, but turned back on receiving a message from the ship that she was safe.

NON-STOP TRAINS DISCONTINUED.

CHANGE IN POLICY DURING WINTER MONTHS.

The London, Midland and Scottish Railway announce that, commencing on Monday, September 24th, their non-stop Royal Scot expresses will call to pick up, or set down, passengers at Rugby, Crewe, and Carlisle.

This constitutes a change of policy, to a certain extent, in regard to these trains. The Sunday Royal Scot expresses are to be discontinued.

An official of the L.M.S. stated to a Press representative: "In the winter it is not considered that the traffic is sufficient to warrant non-stop runs, and consequently until next summer all the trains will stop at Carlisle, and also at Crewe and Rugby. The only reason is that it is more profitable to stop the expresses at these points to pick up passengers. Only in the summer is the amount of traffic sufficient to warrant the non-stop runs. Until September of last year all trains stopped at Crewe, Rugby, and Carlisle, and this will be the policy in the winter in future."

An official of the London and North-Eastern Railway Company, in reply to an inquiry, stated that it had not been settled whether the Flying Scotsman, which at present runs from King's Cross to Edinburgh non-stop, a distance of 392 miles, will break its journey at intermediate stations in the winter. A decision is expected shortly.

THE SAFEGUARDING ISSUE.

PARTY VIEW OF MR. BALDWIN'S SPEECH.

London, Sept. 28.

Although in his speech last night the Prime Minister made no specific reference to the demand of the Conservative Conference yesterday for the safeguarding of the iron and steel industries, it was stated today by the Chairman of the Conservative Party organisation that Mr. Baldwin's words, in declaring that no industry would be debarred from taking its case and proving it, if it could, before an appropriate tribunal, naturally covered those industries.—British Wireless.

The Very Idea!

A twentieth century "Comedy of Errors," with only one pair of twins, was recently enacted in the Federal Court at Columbus (Ohio). And one pair is plenty, declares the Judge. Mr. Benson W. Hough, who is trying to solve the puzzle. Clark and Mark O'Connor were arrested on drug charges. They pleaded guilty. One had already been in jail for 30 days awaiting trial and the other 60 days. So the Judge sentenced the former to 60 days and the latter 30 days, just to balance things. Then somebody, Court frequenters do not know who, told the Judge that he had got it the wrong way round and one lad was about to get 120 days and the other 60. So the Judge had the Court records erased and the sentence altered. Then the sister of the twins came to Court and said it was still twisted, that the Judge had it right the first time. Now Clark, or maybe its Mark, is to be released because of a status which prohibits the lengthening of a sentence. And Mark, or perhaps its Clark, will probably be freed because it would not be fair to keep him in jail and let the other go.

Wife at Williesden: It was just a friendly quarrel, and the policeman interfered; so, of course, my husband hit him.

Luton magistrate: What does he mean by "one over the eight?"

Notts defendant: I admit I swore, but it was under great excitement.

Defendant at Derby: I was slightly elevated. I had been selling lavender and it got me drunk.

Wendstone applicant: My next-door neighbour, who lives four doors away, heard it all.

A motoring party stopped at a lonely Scottish farm and asked if they could have a drink of milk.

The farmer's wife agreed but added—"Anc' o' ye will hae tae drink out o' a bowl."

When the milk arrived a pig came into the kitchen and showed a particular interest in one of the motorists.

"Your pig seems to know me," he remarked to the farmer's wife.

"Na, na," she replied; "it's no' you he kens, it's the bowl."

"I want to be plain Mr. Tunney," Mr. Tunney.

Has made a pile of money By wiping floors with gentlemen.

Who knew exactly when They had had enough

Of the tough stuff

The result

Was the immediate creation of a Tunney Admiration Cult.

Which regards Gane (and his "wad")

As a species of demi-god—

So much so that Mr. Tunney

Is bored to tears;

He is fed up with cheers;

Adulation leaves him cold;

He hates the sight of gold

Teeth displayed in an ingratiating smile

For a while

He

Wants to be what he used

To be

When he was a boxing

"bunny"

"Plain Mr. Tunney!"

• • • • •

A Birmingham brewery has been involved in a loss of beer

valued at about £1,000 through a mishap to a vat.

The animal was found drowned in a vat containing over seven thousand gallons of beer, which was ready to be casked.

The beer was thrown down the sewer. Excise representatives witnessed its disposal, thus enabling the company to reclaim the duty paid of four pounds on each of two hundred barrels.

• • • • •

A man went into the country one Sunday for a walk. He carried his overcoat on his arm, but finding it burdensome he hung it on a fence. Taking a card from his pocket, he wrote:—"Do not touch this coat; infected with smallpox."

He came back two hours later, and found the card only, upon which was written, underneath his warning—"Thanks for the coat; I've had the smallpox."

• • • • •

The health bulletin of Eastern ports for the week ended Saturday last, issued by the Director of Medical and Sanitary Services, gives the following cases, the figures in parentheses indicating deaths:

Plague, Tamatava 3 (1), Beccoin (1), Rangoon (4), Tunglao 60,

Bagdad 3 (2), Ipoh 2 (2); Cholera, Calcutta (11), Madras (6), Negapatam (1), Tutocorin (1), Bangkok 3

(1), Poonam 2 (1), Dairen 3 (1); Small-pox, Bombay 3 (2), Calcutta 1 (1), Madras 19 (6), Negapatam 13

(6), Pondicherry 5 (6), Singapore 1, Batavia 1, Pontianak 1, Samarinda 1, Sourabaya 1, Poonam 4 (4),

Saloon 1, Dairen 1, Bagdad 12 (7).

You are invited

To inspect our new premises at 10, Ice House Street, where the Latest Goods for Gentlemen's Wear are now being displayed. You will we know, agree with us, that we have now the most up-to-date premises and just the atmosphere that men like.

We allow 10% Discount for Cash.

You can shop under Ideal conditions at

Wm Powell Ltd
SPECIALISTS IN GENTLEMEN'S WEAR
10, Ice House Street.

HONGKONG REALTY & TRUST Company, Limited.

HOUSE AND ESTATE AGENTS. PROPERTY BROKERS.

TELEPHONE C. 6291.

EXCHANGE BUILDING



LOVE AND HAPPINESS ARE THE REWARDS OF BEAUTY

Be fair to yourself—win love and happiness by making the most of the charm you have. "Dermoline" will help you look your very loveliest.

Dermoline lotion takes away unsightly spots.

Dermoline ointment softens the skin.

Obtainable from all high class Chemists and Stores or direct from

THE CHINA DISPENSARY.

Use PURICO

THE UNEXCELLED COOKING FAT

Obtainable at ALL GROCERS & STOREKEEPERS.

Agents:— KELLER, KEEN & CO., LTD.
18, Connaught Road, Telephone C. 5120.



"Little Elbert is mechanically inclined; would you mind explaining to him all about how an airship is made and what you know about flying?"

THE GREATEST SPECTACLE EVER SHOWN IN HONGKONG

Book At Once

GRAND



TATTOO

Sookumpoo,

4th, 5th, 6th Oct.

Booking
Centres

S. Moutrie & Co., Ltd. Y.M.C.A. Kowloon.
The Wing On Co., Ltd. The Sincere Co. Ltd.

TICKETS—\$5, \$4, \$3, \$2, \$1 & 50 cts.

MOTORISTS

SECURE A "CAR PARK" TICKET
& DRIVE UP TO THE ENTRANCE OF GROUNDS.

Car Park Tickets, \$1 for 1 night, \$1.50 for 2 nights, \$2 for 3 nights, FROM THE Y.M.C.A. CITY HALL.

FOOTBALL LECTURE.

TALK ON REFEREES ARRANGED.

The monthly meeting of the Hongkong Referees' Association is to be held at the Chaplain's Hut, Scandal Point on Friday, October 5th at 8 p.m. prompt.

The Committee has arranged for Warrant Engineer J. W. Barber, R.N., to give a short lecture on "Referees." All registered referees are cordially invited to attend. Players, persons desiring to qualify as referees, and anyone interested in the game will be welcome.

Registered referees wishing to join the Association should write to Mr. F. Smith, Royal Naval Armament Depot, Hongkong, for full particulars. The Committee hopes that all members will make a special effort to attend the monthly meetings.

The nearest way to the Chaplain's Hut is up Murray Path, then the first turning to the left and straight on about 300 yards.

LOCAL CRICKET.

HONGKONG ELECTRIC TEAM TO MEET THE I.R.C.

The following will represent the Hongkong Electric Recreation Club in a friendly match against the Indian Recreation Club 2nd XI at Sookumpoo to-day at 2 p.m.—H. F. Akhurst, S. C. Banks, J. C. Dunbar, O. E. Gahagan, W. N. J. Murdock, F. Northington, G. T. Padgett, A. F. Paul, W. E. Peers, G. G. Stopham-Thomson, and J. R. Way (Captain). Reserves: S. J. Clarke, and H. S. Jones.

An Exciting Match.

The Diocesan Boys School lost to Queen's College on Wednesday by two runs. The College made 57, A. Hunt contributing 31. The D.B.S. replied with 55, Anderson, Zimmerman and F. K. Leo reaching double figures.

THE HOCKEY CLUB.

TEAMS FOR THE MATCHES IN COMING WEEK.

The following will represent the Hongkong Hockey Club first team in their match with the K.O.S.B. on Wednesday next at the U.S.R.C. at 5.15 p.m.—J. C. Howell, I. W. Sheehan, D. Lyne, A. A. Dand (captain), E. J. R. Mitchell, J. E. Noronha, H. Owen Hughes, W. Woodward, C. C. Francis, R. K. Valentine and T. Whitley.

The second team to meet the H.K.S.R.A. on Monday at King's Park at 5.15 p.m. will consist of W. J. Lockhart-Smith, R. R. Todd, L. F. Nicholson (captain), West, L. A. E. Duncan, A. J. W. Ashby, P. L. Thomas, Beaumont, I. E. Mackay, W. A. Nowers and T. P. Saunderson.

EXCHANGE RATES.

	London, Sept. 28.
Paris	124.05
Brussels	34.89
Amsterdam	12.29
Berlin	20.35
Copenhagen	13.10
Vienna	34.42
Helsingfors	102.34
Lisbon	107.74
Bucharest	79.74
Buenos Aires	47.11/32
Shanghai	2/7 1/2
Yokohama	1/10 21/32
New York	4.85 1/32
Geneva	25.20
Milan	92.75
Stockholm	18.35
Oslo	18.10
Madrid	163.34
Athens	29.42 1/2
Rio	37.4 1/2
Bombay	5.29/32
Hongkong	1/11 1/2
Silver (spot)	26.7/16
Silver (forward)	26 1/2

—British Wireless.

FRANCE AND TURKEY.

NEW AMBASSADOR HANDS IN CREDENTIALS.

Angora, Sept. 28.
M. De Chambrun, the new French Ambassador, handed his credentials to Mustapha Kemal. Both delivered speeches in which Franco-Turkish friendship was eulogised.—Havas.

The report of the annual meeting of the Civil Service Cricket Club, appearing elsewhere, is wrongly described as that of the Civil Service Recreation Club.

A Solemn Requiem Mass will be sung at 10 a.m. to-morrow, 30th inst., at St. Joseph's Church, for the repose of the soul of Rev. Father Augustin Plazek. All are earnestly invited to attend.

A proposal that shorthand should be made a compulsory subject in secondary schools in all countries is to be considered at the International Congress of Stenographers at Budapest.

POE'S "RAVEN" MS. MYSTERY.

REPORTED PURCHASE FOR BRITISH MUSEUM.

And the Raven, never flitting,
still is sitting, still is sitting,
On the pallid bust of Pallas
just above my chamber
door;
And his eyes have all the seeming
of a demon's that is dream-
ing,
And the lamp-light o'er him
streaming throws his
shadow on the floor;
And my soul from out the shadow
that lies floating on the floor
shall be lifted—nevermore!

The only known copy of "The Raven," Edgar Allan Poe's famous poem, written in the poet's own hand, has been purchased by a collector here.

It is said to be destined for the British Museum, but the name of the purchaser and the price paid are not disclosed.

The poem, written on two double sheets of paper, bears the author's signature, also a dedication to Dr. Samuel A. Whitaker, of Phenixville, Pennsylvania.

The doctor was a college classmate and a constant friend of Poe. The MS. remained in the family till Mrs. Edith Whitaker, the late owner, was induced to part with it.

An authority of the British Museum states that it was not possible that such a purchase could have been made by the museum, because confirmation by a meeting of the trustees was necessary for such transactions.

The next meeting of the trustees would not take place until the middle of October. It was possible that an offer had been pending a meeting of the trustees.

The British Museum authority agreed that a manuscript of Poe's would be worth several thousand pounds, while a larger price would be obtainable in America than in this country.

As it is suggested that the manuscript has been bought for the British Museum, it may be that the purchase has been made by a private individual for presentation to the museum.

Edgar Allan Poe's poem, "The Raven," was published in 1845, and created a furore. Its author received no more than a couple of pounds for it, however.

Alderman Alexander Wilkie, general secretary of the Ship Constructors' and Shipwrights' Association, and first Labour M.P. for Scotland, has died at Newcastle, aged 78.

Edward Stockwood, of West Bridgeford, Nottingham, collapsed in the grand stand during the match between Grimsby Town and Notts Forest and died in a few minutes.

Two goods trains collided near Rugby recently, but no one was injured.

HONGKONG BASEBALL FINAL.



Snapped at the recent baseball match in which the Filipinos defeated the South China Dragons and thus became champions of the Hongkong Baseball League.

HOUSING PLEA BY T.U.C. CHAIRMAN.

"HOMES FOR CARS & DERBY WINNERS."

"If the Rolls Royce can get a good home and the Derby winner a good stable, our children ought to get as good housing accommodation."

The above is from a strong plea for better houses for the working classes, made by Mr. Ben Turner, chairman of the Trades Union Congress, at a conference of the National Labour Housing Association, at Swansea.

"The problem of the slum dwellings is not confined to the cities and towns," he declared. "I have seen in country districts houses with roses round the door, but with bedrooms not fit to accommodate a cat."

Poor houses helped to fill the cemeteries, workhouses, hospitals and asylums.

A nation was not as civilised as it should be that had several million people in one or two room tenements. One of the tragedies of the age was that there were not enough houses for the newly married, or those who desired to marry.

2,000 Houses Wanted.

There were millions of working days lost in a year through insufficient or poor housing.

Seventy-nine thousand new cases of tuberculosis were recorded in 1926, and that was generally a preventable disease.

Since 1919, said Mr. Turner, 1,112,525 new houses had been built; but to meet the ordinary progress of the nation from 1914 to 1927 1,400,000 new houses were still required, and half a million more, at least, to abolish slum dwellings.

Mr. George Lansbury, chairman of the Labour party, said that if they were not careful many of the new estates around London would be turned into slums. Because of the high rents, tenants would

FRENCH HOUSE OF TRAGEDIES.

DON JUAN OF PARIS SHOT DEAD.

Paris, Sept. 28.
A house in Montmartre has been the scene of four tragic deaths during the past two and a half years.

Yesterday the police found there the body of Rene Houvert, aged 38, known locally as "the Don Juan of Montmartre." He had been shot through his heart. A pretty girl, Suzanne Chaplain, aged 22, has been arrested.

She had rushed downstairs and told the concierge that M. Rene had tried to kill her, and that in the struggle with him the revolver had gone off.

The house, in the Rue des Martyrs, is notorious. About two and a half years ago Mms. Abrieu, who owned a small cafe on the first floor, was discovered dead. Her living room had been ransacked and she had obviously been killed by burglars.

Later a 16-years-old youth, the son of a well-known music-hall artist, was shot dead in the house. Not long ago a Mme. Voussau was found lying dead.

be compelled to take lodgers, and overcrowding would commence.

Mr. J. Murray (London Building Operatives) urged that the Government should reinstate the housing subsidy, on its original basis. He stated that there were 150,000 building workers unemployed, and yet there were several million people still requiring reasonable accommodation.

The conference passed a resolution condemning the rating relief proposals of the Government as not being based on equity, and not affording adequate relief to necessitous areas, in accordance with their needs; and subsidising flourishing industries that were not in any need of assistance.

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An engine attached to an empty passenger train jumped the rails outside Llanmorlais station, near Swansea recently and crashed over on its side, but the driver and fireman escaped.

Lieut. T. A. Horriott, R.N., one of the oldest sailors in the British Navy, who has been in charge of the Victory at Portsmouth during her reconstruction, has retired on pension after 35 years' service.

A former member of the Board, Mrs. Eleanor Fice, said that Mr. Bodkin had undoubtedly done a lot of good work, and it was not so many months ago that the old Board had called him in to one of their meetings and had congratulated him.

A FISH STORY



GET IT AT THE
QUEEN'S DISPENSARY

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WOMAN'S
WORLD

There's a better
selection
At
LANE, CRAWFORD'S
LADIES' SALON



On the left is pictured a white silk sports frock over which is worn a fascinating coat of printed linen. At the right is seen a printed silk frock with a double flounce of box pleats on the skirt, while the centre model wears a printed frock with an unusual neckline. It consists of a double row of pleating on either side of the V making a diagonal line across the front.

QUAINT JEWELLERY.

FAVoured BY PARIS DRESS
DESIGNERS.

The couturiers are responsible for some weird and oddly-appearing designs in jewellery. One French designer shows necklaces of strange flat flowers of onyx and mother-of-pearl set in dull silver chains.

Another designer has some original necklaces composed of hoops of semi-precious stones, set in silver, threaded together. For day wear the same sort of thing is carried out in jade, amber and coral. He is still in favour of massive antique armlets, studded with stones as large as plums. With these he shows matching choker necklaces of several strands. Also were noticed some attractive chains composed of alternating links of twisted silver pearls.

Yet another designer's necklaces are almost like a child's in their simplicity. She uses small red, green and white glass beads. Occasionally she introduces a few touches of dull gold. Another successful design of hers is flat circles of gold, joined together with links of scarlet bone.

A fourth designer seems to be very partial to gold and silver accessories, and even shows them with his evening frocks. A favourite necklace of his is composed of oval discs of white gold. These are shown in a variety of lengths and there are expanding bracelets to match. He has designed some pretty little necklets of silver links with bright glass bead fringes, set in silver, falling in front. Long chains of quaintly glass discs of gold are weighted with flat pendants of onyx and jade.

"BE NATURAL"

BEAUTIFYING THE LIPS.

The right lip-colouring is quite different now from last year's fashionable shades," a well-known Dover-street beauty specialist said.

This Year's New Shades.

"Last year the colour was bright almost to garishness. This year, it is less obvious, and the colours are chosen for their natural appearance. I have six new lipsticks for day use, to tone with various shades of natural colouring. It is necessary, of course, to have a different lipstick for the evening; of a lighter and brighter hue than that used out of doors. Here again the new colours are distinct from last year's mode, when a yellow-tinted red was fashionable. Now, owing to the decided preference for green evening frocks, this has given place to a pure, clear vermilion, which is made up in light shades for fair women and darker shades for brunettes.

A Lesson in Using Lip-Colour.

"Having settled that important matter, the choice of a day and an evening lipstick, I give my clients a little lesson in applying it. "As a certain percentage of grease is an inevitable binding ingredient in lipstick or lip salve, it is often impossible to retain the lip-colouring when eating and drinking. Both alcohol and grease remove the lipstick. "The use of a new, indelible pencil as a foundation of lip make-up obviates this difficulty, making it unnecessary to use the lipstick at table. Take the pencil, moisten it gently, and outline the shape of the mouth, which should be in its natural position. "Don't Exaggerate Cupid's Bow.

"Don't let this shape be artificial. An exaggerated Cupid's bow is ludicrously reminiscent of a circus clown. If the natural line of the upper lip is very flat you may give it a suggestion of a lift. If either lip tends to be too thick, make the outline almost, but not quite, as full as the natural one. If the mouth is too wide, extend the line to right and left of the centre, so that it is only about half the natural width of the mouth. There are two shades of this pencil, one for blondes and another for brunettes, either evolved to make a good colour-basis for any of the new lipsticks.

Avoiding Harsh Lines.

"Now apply the lipstick or lip salve never going beyond the outline you have already made with the pencil. Then with the finger spread the colour to give a completely natural effect. The hard, definite line of lipstick used by some women gives a severe and showish look to the face and is most inartistic. Spread the cosmetic inside the lips and bring it, very sparingly, right up to the corners of the mouth. If the corners of the mouth remain uncoloured they are apt to look purplish.

When to Use Powder.

"It should be unnecessary to spoil the contours of the mouth by applying face powder afterwards. Powder first, and be sure to attend to the little crevices at either side of the mouth. Especially in the case of older women this is apt to be unpleasantly dark and requires careful powdering.

To Open Woman in a Hundred.

"To the one woman in a hundred whose natural lip-colour is good and who has a well-shaped mouth, my advice is: Don't use lipstick! But of everyone else fashion demands a little artificial enhancement. I still have some Victorian clients who refuse to fall in with this custom, which ten years ago would have been considered vulgar. But I sometimes manage, all unnoticed, to rouge their lips a little—and then they wonder why their looks have suddenly improved.

Touches That Enhance Beauty.

"When using the red indelible pencil for the lips, do not forget that a few little touches elsewhere also contribute to an attractive make-up. A point at each of the four corners of the eyes gives size and brilliancy; a touch just inside the nostrils is also very pleasing; a little can be used on the lobe of the ear."



This little dress is materialised in caramel coloured crepe satin, draped to the left side, finished at neck with a modified halter collar and at wrists with swathed cuffs fastening with fancy buttons.

TABLE APPOINTMENTS.

IDEAS FROM A FRENCH-
WOMAN'S DINNER TABLE

French table linen in well-appointed houses is of the finest. Madame covers her table with exquisite linen, adorned with real lace and good embroidery. And her serviettes are in sets to match the cloths.

Fine linen of white and a colour in a pastel shade is exceedingly pretty when the plain centre is surrounded by a border of pale rose du Barry or bird's-egg blue, cut out into trails of flowers and foliage, the uneven line of which is applied to the white foundation.

Borders in stripes of various pale colours are also a note of the present. Sometimes there are broad and narrow lines matching only on opposite sides, which cross at the corners like an elaborate tartan pattern. Others are covered with a gay all-over printed design enclosed in a border of the predominating colour.

A sheer white linen cloth with a crocheted edging of coloured lace to match the tint of the pattern on the dinner or tea service is an up-to-date idea.

The newest serviettes are like handkerchief squares, not more than ten to twelve inches wide, and always close replicas of the cloth they accompany.

An essentially French custom, is that of having embroidered linen envelopes for serviettes instead of napkin rings in the family circle.

Black Bordered China.

The Frenchwoman is adding colour to her table at the moment by using tinted glass of the palest pastel tones. Grey, lilac, sea-blue, and the softest amber wine-glasses and wine-carafes to match have a wonderfully decorative value, and a soap-bubble iridescence is lovely. Glass trays of the same colours are used for the cocktail and liqueur glasses.

Smart china services just now are perfectly plain, and coveted with parchment-coloured glaze, with a narrow black border. Sometimes a simply designed monogram, also in black, appears in the centre of the plates.

Amusing condiment sets in the form of realistic animal models of cut-glass with silver heads are a popular feature.

An "Unknown Quantity."

Another "unknown quantity" one sometimes finds by one's place in France is a little glass wedge. This is to push under the plate when melted butter or some other delectable sauce is served, to prevent it spreading over the plate. A useful hint when asparagus is on the menu.

The French use paper serviettes and tray-cloths to a much greater extent than do the English. In many cases the "petit déjeuner"

THE NEW SCARVES.

MERE WISPS OF GEORGETTE.

Every smart shop in Paris is displaying the fashionable shawl-scarf which Madame la Parisienne twists with artistic negligence about her throat and shoulders.

Some are square, others are cut in a long-sided triangle.

Vivid silks and georgette, usually with designs suggesting the cubist influence, in scarlet, royal blue and white, green and black, or fantastically spotted, and often with wide borders or fringe, are worn for the promenade.

For golf there is a scarf of beige silk quaintly adorned with a multitude of little figures outlined in black, representing golfers at various stages of a round on the golf course. Others of the same type have wonderful designs of animals and figures woven in black, white, and varied colours.

Wisps of georgette matching evening frocks are finished at the ends with golden tassels.

Tray of coffee and rolls in the morning is spread with a dainty square of deckle-edged paper, and there is a folded paper serviette, whereby much soiling of linen is saved. Sometimes the addition of paper carving cloths protects the clean linen of the "dejeuner" and "dinner" table from chance splashes. It is an economical school to which the nursery and restaurant tables, at any rate, might be introduced.

BOTTLE CORKS.

LEND A BIZARRE NOTE.

Very decorative corks, both amusing and of fine workmanship, are being used now for the bottles which contain cocktail ingredients. The original corks are often damaged when drawn, and seldom fit back into the bottles satisfactorily, so we are adding special ones for the purpose, with heads which allow them to be manipulated with ease and rapidly, to the side-board equipment.

Corks with square crystal tops engraved with graceful figures are most artistic, and others have large knobs of coloured crystal, and may be had in sets, so that it is easy enough to distinguish one bottle from another by the blue, red, green or yellow top.

Brightly-painted wooden knobs, often quaintly carved, lend a bizarre note. Some have been shown recently with large cats' heads, and all sorts of odd heads and figures are being added to the collection.

Slender glass cherry sticks for cocktail glasses are amusingly topped with animals and birds of coloured glass.

Everlasting Buttonholes.

Quaint posies for afternoon wear are made from everlasting flowers in different shades, bound tightly together in the manner of a Victorian nosegay. The buttonholes are finished with artificial maidenhair fern, and make an attractive finish to a summer outfit.



For the matron—the new bet is in softly draped black satin worn with a short black veil. Two black satin bands encircle the high swathed collar of the gown and are finished in front with pearl buckles.

THE ICE "MUFF."

CAUSES A SENSATION.

A lady in violet chiffon created quite a ripple in a smart London restaurant recently. Though London was scorching hot as never before, the lady in violet entered the restaurant with a muff of violet chiffon banded in soft grey fur. What's more, the lady had her hands in the muff. The ripple was no less, though of a different sort, when the lady gave the "muff" to a waiter to refill with ice, there being a diminutive ice box within the chiffon and fur.

Some people will laugh at the different as much as at the nonsensical. They laughed tremendously at the first umbrella, the first pin, the first needle, the first auto and aeroplane and sewing machine, and not long ago laughed at some "queer people who ate these new-fangled things called grapefruit."

Some day, though, the ice "muff" for hot days may be as essential a bit of the wardrobe as coats in winter.

The Peacock Shawl.

A beautiful wrap which makes a striking accompaniment to an evening gown is made from Indian embroidery in gold thread on a background of stiff white satin. One of the most effective designs shows a peacock in gold thread with the spreading tail embroidered in various shades and sewn with small sequins.



Easy to wear, charming to look at, this tea-gown is developed in petunia coloured chiffon, laced, bound with rather broad gold galon.

THIS WEEK'S RECIPE.

CORNISH TRIFLE.

Line the bottom of a pie-dish with sponge cake and over this pour sufficient jelly, flavoured with a squeeze of lemon, to cover to a depth of several inches. When set, break this up in rough lumps and pile high in a glass dish, scattering on it some ripe strawberries, raspberries, cherries, or any suitable fruit. Pour a good thick custard over all and garnish with small spoonfuls of raspberry jam or red currant jelly placed on the outstanding points of jelly, topping all with generous dabs of clotted cream.

A HARD-SAYING.

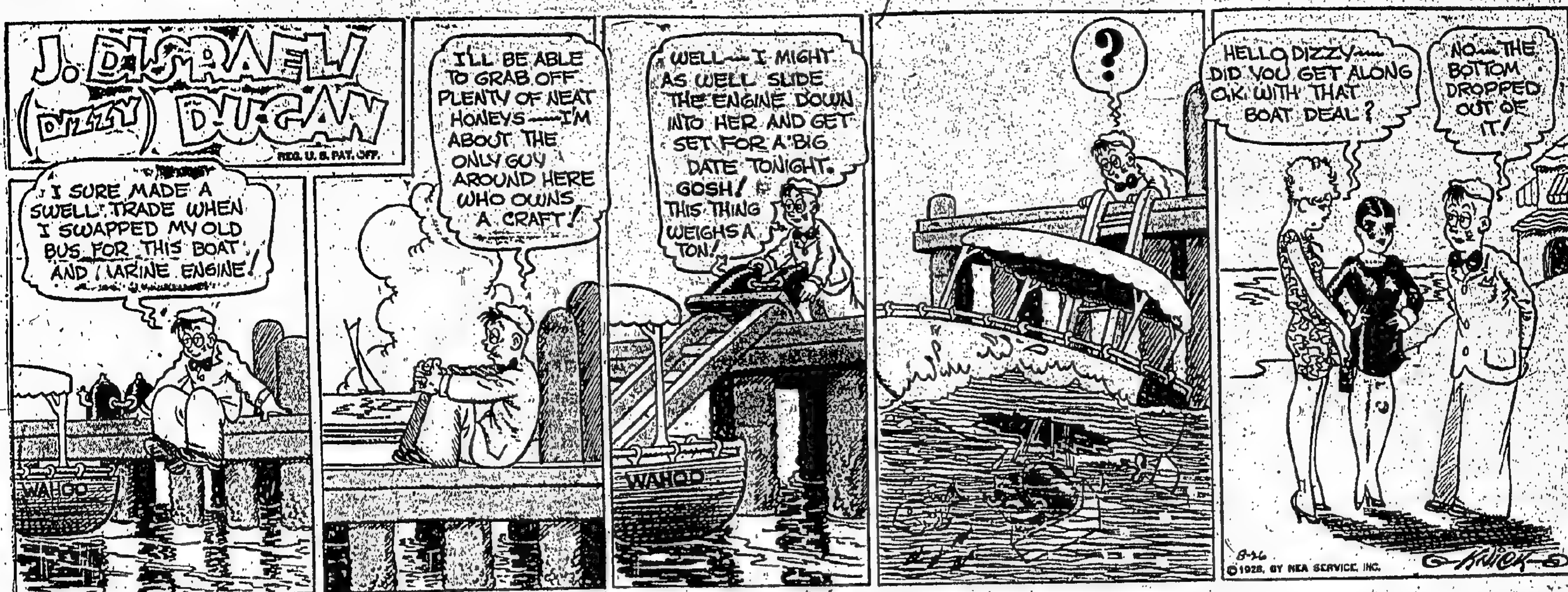
"Virtue is its own reward";
You think that a shame,
When sharp practice and selfishness
May bring you wealth and fame.

"Virtue is its own reward"
Doesn't mean that if you're good
You'll never get the luck or fun
Or nice times that you should.

You may get them or you may not.
But of one faculty
You are certain; it is that of
Your own sincerity.
Thelma Coombs.



Doris Dawson, screen star, sought by Hollywood producers as having the best figure in the cinema-village, doesn't diet to preserve those slender lines. She tried it for a while but abandoned the idea. Doris has been in Hollywood two years.



SALESMAN SAM

By Small



WHITEWAYS FOR STANDARD VALUES

THE "CANARY" MURDER CASE

by S. S. VAN DINE AUTHOR OF THE BENSON MURDER CASE

CHARACTERS

PHILO VANCE
JOHN F. X. MARKHAM, District Attorney of New York County
MARGARET ODELL (THE "CANARY")
CHARLES CLEAVER, a man-about-town
KENNETH SPOTSWOOD, a manufacturer
LOUIS MANNIX, an importer
DR. AMBROSE LINDQUIST, a fashionable neurologist
TONY SKEEL, a professional burglar
WILLIAM ELMER JESSUP, telephone operator
HARRY SPIVELLY, telephone operator
ERNEST HEATH, Sergeant of the Homicide Bureau

CHAPTER LI

Less than half an hour later we again entered the main hall of the little apartment building in 73rd street. Spivelly, as usual, was on duty at the switchboard. Just inside the public reception-room the officer on guard reclined in an easy chair, a cigar in his mouth. On seeing the district attorney, he rose with forced alacrity.

"When you going to open things up, Mr. Markham?" he asked. "This rest-cure is ruinin' my health."

Markham told him, "Any more visitors?"

"Nobody, sir." The man stifled a yawn.

"Let's have your key to the apartment. Have you been inside?"

"No, sir. Orders were to stay out here."

We passed into the dead girl's living-room. The shades were still up, and the sunlight of midday was pouring in. Nothing apparently had been touched; not even the overturned chairs had been righted. Markham went to the window and stood, his hands behind him, surveying the scene despondently. He was labouring under a growing uncertainty, and he watched Vance with a cynical amusement which was far from spontaneous.

Vance, after lighting a cigarette, proceeded to inspect the two rooms, letting his eyes rest searchingly on the various disordered objects. Presently he went into the bathroom and remained several minutes. When he came out he carried a towel with several dark smudges on it.

"This is what Skeel used to erase his finger-prints," he said, tossing the towel on the bed.

"Marvelous!" Markham rallied him. "That, of course, convicts Spotswoode."

"Tut, tut! But it helps substantiate my theory of the crime." He walked to the dressing-table and sniffed at a tiny silver atomizer. "The lady used Coty's Chypre," he murmured. "Why will they all do it?"

"And just what does that help substantiate?"

"Markham dear, I'm absorbing atmosphere. I'm attuning my soul to the apartment's vibrations. Do let me attune in peace. I may have a visitation at any moment—a revelation from Sinai, as it were."

He continued his round of investigation, and at last passed out into the main hall, where he looked about him with curious intension. When he returned to the living-room, he sat down on the edge of the rosewood table and surrendered himself to gloomy contemplation. After several minutes he gave Markham a sardonic grin.

"I say! This is a problem. Dash it all, it's uncanny!"

"I had an idea," scoffed Markham; "that sooner or later you'd

revise your deductions in regard to Spotswoode."

"You're devilish stubborn, don't you know. Here I am trying to extricate you from a deuced unpleasant predicament, and all you do is to indulge in caustic observations calculated to damp my youthful ardour."

Markham left the window and seated himself on the arm of the dayvorn facing Vance. His eyes held a worried look.

"Vance, don't get me wrong. Spotswoode means nothing in my life. If he did this thing, I'd like to know it. Unless this case is cleared up, I'm in for an ungodly wallowing by the newspapers. It's not to my interests to discourage any possibility of a solution. But your conclusion about Spotswoode is impossible. There are too many contradictory facts."

"That's just it, don't you know. The contradictory indications are far too perfect. They fit together too beautifully; they're almost as fine as the forms in a Michelangelo statue. They're too carefully coordinated, d'ye see, to have been merely a haphazard concatenation of circumstances. They signify conscious design."

Markham rose and, slowly returning to the window, stood looking out into the little rear yard. "If I could grant your premise that Spotswoode killed the girl," he said, "I could follow your syllogism. But I can't very well convict a man on the grounds that his defense is too perfect."

"What we need, Markham, is inspiration. The mere contortions of the syllogism are not enough."

Vance took a turn up and down the room. "What really infuriates me is that I've been outwitted. And by a manufacturer of automobile accessories! ... It's most humiliating."

He sat down at the piano and played the opening bars of Brahms's *Copertino* No. 1. "Needs tuning," he muttered; and, sauntering to the Boule cabinet, he ran his finger over the marquetry. "Pretty and all that," he said, "but a bit fussy. Good example, though. The deceased's aunt from Seattle must get a very fair price for it."

He regarded a pendant girandole at the side of the cabinet. "Rather nice, that. If the original candles hadn't been supplanted with modern frosted bulbs."

He paused before the little china clock on the mantel. "Gingerbread, I'm sure it kept atrocious time." Passing on to the escritoire, he examined it critically. "Imitation French Renaissance. But rather dainty, what?"

Then his eye fell on the waste-paper basket, and he picked it up. "Silly idea," he commented, "making a basket out of vellum. The artistic triumph of some lady interior decorator. I'll wager. Enough vellum here to bind a set of Epictetus. But why ruin the effect with hand-painted garlands?"

The aesthetic instinct has not as yet invaded these fair States—decidedly not."

Setting the basket down, he studied it meditatively for a moment. Then he leaned over and took from it the piece of crumpled wrapping-paper to which he had referred the previous day.

"This doubtless contained 'the lady's last purchase on earth,' he mused. "Very touchin'. Are you sentimental about such trifles, Markham? Anyway, the purple string round it was a godsend to Skeel. ... What knickknack, do you suppose, paved the way for the frantic Tony's escape?"

He opened the paper, revealing a broken piece of corrugated cardboard and a large square, dark-

brown envelope.

"Ah, to be sure! Phonograph records." He glanced about the apartment. "But, I say, where did the lady keep the bally machine?"

"You'll find it in the foyer," said Markham wearily, without turning. He knew that Vance's chatter was only the outward manifestation of serious and perplexed thinking; and he was waiting with what patience he could muster.

Vance sauntered idly through the glass doors into the little reception hall, and stood gazing abstractedly at a console phonograph of Chinese Chippendale design which stood against the wall at one end. The squat cabinet, was partly covered with a prayer-rug, and upon it sat a polished bronze flower bowl.

"At any rate, it doesn't look phonographic," he remarked. "But why the prayer-rug?" He examined it curiously. "An Asiatic—probably called a 'Cecilian' for sale purposes. Not very valuable—too much on the Oushak type. ... Wonder what the lady's taste in music was. Victor Herbert, doubtless."

He turned back the rug and lifted the lid of the cabinet. There was a record already on the machine, and he leaned over and looked at it. "My word! The *Andante* from Beethoven's *C-Minor* Symphony!" he exclaimed cheerfully. "You know the movement, of course, Markham. The most perfect *Andante* ever written." He wound up the machine. "I think a little good music might clear the atmosphere and volatilize our perturbation, what?"

Markham paid no attention to his banter; he was still gazing dejectedly out of the window.

Vance started the motor, and placing the needle on the record, returned to the living-room. He stood staring at the dayvorn, concentrating on the problem in hand. I sat in the wicker chair by the door waiting for the music. The situation was getting on my nerves, and I began to feel fidgety. A minute or two passed, but the only sound which came from the phonograph was a faint scratching. Vance looked up with mild curiosity, and walked back to the machine. Inspecting it cursorily, he once more set it in operation. But though he waited several minutes, no music came forth.

"I say! That's deuced queer, y'know," he grumbled, as he changed the needle and rewound the motor. Markham had now left the window, and stood watching him with good-natured tolerance. The turntable of the phonograph was spinning, and the needle was tracing its concentric revolutions; but still the instrument refused to play. Vance, with both hands on the cabinet, was leaning forward, his eyes fixed on the silently revolving record with an expression of amused bewilderment.

"The sound box is probably broken," he said. "Silly machines, anyway."

"The difficulty, I imagine," Markham chided him, "lies in your patriotic ignorance of so vulgar and democratic a mechanism—Permit me to assist you."

He moved to Vance's side, and I stood looking curiously over his shoulder. Everything appeared to be in order, and the needle had now almost reached the end of the record. But only a faint scratching was audible.

Markham stretched forth his hand to life the sound box. But his movement was never completed. At that moment the little apartment was filled with several terrifying treble screams, followed by two shrill calls for help. A cold chill swept my body, and there was a tingling at the roots of my hair.

(To be Continued.)

LIQUOR BRIBES IN PHILADELPHIA.

MONTHLY SALARY OF £40,000.

Washington, Sept. 2. Philadelphia, the third largest city of the country, noted for its staidness and Quaker respectability, has now developed a bootlegging scandal.

The revelations made have simply torn the city up from centre to circumference and have threatened disclosures of the like of which have never been known before. They prove that, where municipal corruption is concerned, America leads the world and the Grand Jury investigation now in progress has brought to light that in the last seven years bootleggers and rum-runners have stowed away in Philadelphia banks under false names 10,000,000 dollars (\$20,000,000).

Many of the men charged with being members of the ring are high police officials, holding important positions under the Federal and City governments. The ring was systematic and businesslike in its operations. It kept books, in which were entered every payment made and the scale of payment to which men were entitled, in precisely the same manner as a business concern records the names and salaries of its employees.

From this documentary evidence it has been ascertained that one high police official was paid \$40,000 monthly and other men in like proportion. These records are now in the possession of the District Attorney, who, commenting on what they reveal said that these seized records, supposed to be safely hidden away, show that enormous sums have been paid by bootleggers to the police.

Some of the payments are almost unheard of. "The whole rotten system of bootlegging, bribery, corruption and murder," the prosecutor is quoted as saying, "will be exposed to the public and then smashed as it ought to be."

The investigation began after a saloon-keeper named Maclean had been shot on August 9 by three men believed to belong to the gang.

SON AVENGES FATHER AFTER 28 YEARS.

VENDETTA VOW MADE BY BOY OF 10.

Marseilles, Sept. 3. How long a Corsican will wait for the chance to obtain vengeance is shown by the latest vendetta reported from Ghisoni, on the eastern side of Napoleon's island.

Twenty-eight years ago Adrien Zancelli had a quarrel with a compatriot named Bigli. Zancelli eventually killed his enemy, was hunted down by the gendarmes, and sentenced to five years' imprisonment and five years' exile from Corsica.

Bigli had a son ten years of age at the time of the murder, and the lad swore vengeance. Zancelli did not return to Corsica till quite recently, and meanwhile Adrien Bigli had grown up to be a man.

He rejoined the army and served in Morocco and on the Western Front. Lately he left the army and returned to Ghisoni.

The day after his return he heard that the murderer of his father was in Ghisoni. He sought out Zancelli, now a man of 63, and shot him dead.

Bigli fled into the wilds and is being hunted by gendarmes.

THE PEACE PACT.

FRENCH PRESIDENT'S POWER TO DECLARE WAR.

Paris, Sept. 4. Official opinion here is not greatly pre-occupied with Professor Aulard's view expressed in *L'Aurore* yesterday that the French Constitution ought to be altered to come into line with the Kellogg Peace Pact. The law to which Professor Aulard refers is a constitutional law passed in 1875 giving power to the President of the French Republic, with the consent of the two Chambers, to declare war.

This, argues Professor Aulard, must mean war as an instrument of national policy, since everyone has the right to wage war in self-defence; therefore, it is contrary to the Peace Pact and ought to be rescinded.

It is thought that the matter is not one of much importance. To alter the constitutional law is a lengthy and tiresome business. No French President has in fact ever taken action under the powers conferred on him by this law. There seems therefore no particular reason for depriving the President of a hypothetical function which will the future than it has been in the past. Professor Aulard's objection, certainly no more be fulfilled than looks like a professional quibble.

THE MERCANTILE BANK OF INDIA LIMITED.

15, Gracechurch Street, London, E.C. 4.
Authorized Capital £1,000,000
Subscribed Capital £1,000,000
Paid-Up Capital £1,000,000
Reserve Fund and Profit £1,000,000

BRANCHES:
The Bank of England and Midland.
Bank, Limited.
BRANCHES:
Bombay, Calcutta, Ceylon, Hong Kong, India, Japan, Madras, Malacca, Penang, Rangoon, Singapore, Siam, Soerabaya, Tientsin, Yokohama.

HONGKONG BRANCH:
Every description of Banking and Exchange Business transacted.
Interest allowed on Current Accounts and Fixed Deposits at Rates that may be ascertained on application.
C. L. C. SANDER, Manager.
5, Queen's Road Central, Hongkong, 19th July, 1928.

POST OFFICE CABLE CONTRACT.

HOW WORK COULD HAVE BEEN KEPT AT HOME.

The action of the General Post Office in placing a contract for cables worth £50,000 with a French firm continues to arouse criticism.

A well-known engineer who was for years engaged as a buyer in negotiations with the British cable companies has declared that if the G.P.O. and its officials had proceeded in the right way, they could have kept the contract in the country while still obtaining materials at a fair price.

"We who have been engaged in buying," he added, "know very well how combines 'divide up' contracts among their members. When there is a big control to be secured from a public authority members of a combine meet together and decide in advance who shall tender and who shall send in the lowest tender."

"The present system of tender is therefore a farce." If the Post Office has not on its staff men with knowledge and experience of buying, that is to say men who are fully aware of the 'ring' methods and how to combat them for the good of the public, then the Department should take steps to secure the services of a buyer who would see that the State was not made the 'milchcow' of the combines."

The Postmaster-General finds support in the weekly comments of Mr. J. W. Bowen, General Secretary of the Union of Post Office Workers, in the official organ of that body—"The Post."

"I am glad to see that at last the Post Office administration is facing up to attacks and not taking ill informed criticism lying down," he writes. "In this matter, however, I hope the Postmaster-General will be equally courageous in the House of Commons. He may not be enamoured of State control but I feel quite convinced that he has sufficient experience as a Minister of State to realise that unless the State does actually control its public services the community will be victimised by serious imposition."

SLOTTED WING TEST.

USE IN COMMERCIAL AIRCRAFT.

Captain H. Broad has just completed tests with the first commercial aircraft to be fitted with wing slots. The machine is a D.H. 61, destined for Australia.

Although many types of Service aircraft are now fitted types with the Handley Page wing slots—which give the pilot full control at low speeds and greatly reduce the risks of a serious crash—air transport companies have not so far had their air liners fitted with slots. Experiments are, however, being carried out with slots for the Calcutta flying boats for Imperial Airways Ltd.

The reason given for not fitting existing type of commercial aircraft with slots is that commercial pilots should never get into situations where slots are needed. A moment's review of accidents statistics, however, shows that they do occasionally get into those situations.

Slots are not so urgently required on three-engined aeroplanes as on single-engined aeroplanes because the risk of an involuntary stall is reduced. But all air transport companies use single-engined aeroplanes at times. The fitting of slots to these machines has already been too long delayed.

LETTER GOLF SOLUTION.

Here is the solution to the puzzle on another page.
GIRL, GIRD, BIRD, BIND, RIND, RING.

BANKS.

HONGKONG AND SHANGHAI BANKING CORPORATION.

Authorized Capital £100,000,000
Reserve Fund £100,000,000
Paid-Up Capital £100,000,000
Reserve Fund and Profit £100,000,000

HEAD OFFICE: HONG KONG.
COURT OF DIRECTORS:
A. H. GOSWAMI, Esq., Chairman.
K. S. BROWN, Esq., Deputy Chairman.
Hos. Mr. E. D. F., W. W. MANNING, Esq., W. L. JENNINGS, Esq., W. H. BUN, Esq., T. G. WEALE, Esq., Hos. Mr. G. G. S., E. P. WHITE, Esq., CH. J. MURPHY, Esq., Hos. Mr. A. G. HYMAN.

BRANCHES:
LONDON, LYONS, MALACCA, BOMBAY, CALCUTTA, CANTON, HANKOW, HONGKONG, KOLKATA, MANILA, Peking, SHANGHAI, SINGAPORE, SOERABAYA, TAIPEI, TIENTSIN, YOKOHAMA.

AMONG OTHERS:
BANK OF CHINA, BANK OF INDIA, BANK OF JAPAN, BANK OF KOREA, BANK OF MALAYA, BANK OF NIPPON, BANK OF SINGAPORE, BANK OF Siam, BANK OF THAILAND, BANK OF TIENTSIN, BANK OF YOKOHAMA.

CURRENT ACCOUNTS: opened in LOCAL CURRENCY and FIAT DEPOSITS received for one year or shorter periods in LOCAL CURRENCY and FIAT DEPOSITS on terms which will be quoted on application.
Hongkong, 25th February, 1928.

HONGKONG SAVINGS BANK.

The Business of the above Bank is conducted by the HONGKONG AND SHANGHAI BANKING CORPORATION. Rules may be obtained on application.
FOR THE HONGKONG AND SHANGHAI BANKING CORPORATION.
A. C. HYNES, Chief Manager.

NEDERLANDSCHE HANDEL-MAATSCHAPPIJ.

(Netherlands Trading Society.)

BRANCHES:
ESTABLISHED 1854.

HONGKONG OFFICE: 11, QUEEN'S ROAD, CENTRAL.
Authorized Capital Guilders 100,000,000.
Paid-Up Capital Guilders 100,000,000.
Reserve Fund Guilders 100,000,000.

BRANCHES: Amsterdam, Batavia, Bombay, Calcutta, Canton, Cebu, Hankow, Hongkong, Kobe, London, Lyons, Manila, Peking, Rangoon, Shanghai, Singapore, Soerabaya, Tientsin, Yokohama.

These offices have safe deposit boxes to let.
Correspondents in every part of the world.
BANKING BUSINESS OF EVERY DESCRIPTION TRANSACTED.
O. STEENSTRA, Manager.
Hongkong, 30th July, 1927.

THE YOKOHAMA SPECIE BANK, LIMITED.

(Established 1885.)

Capital (fully paid up) ¥ 100,000,000
Reserve Fund ¥ 100,000,000

HEAD OFFICE: YOKOHAMA.
Branches and Agencies at: Alexandria, Kobe, Saigon, San Francisco, Shanghai, Singapore, Soerabaya, Tientsin, Yokohama.

Interest allowed on Current Accounts. Deposits received for fixed periods at rates to be obtained on application.
H. MORI, Manager.
Hongkong, 11th September, 1928.

THE BANK OF CANTON, LIMITED.

ESTABLISHED 1912.

HEAD OFFICE: HONGKONG.
Authorized Capital (Hong Kong) £11,000,000.
Paid-Up Capital (Hong Kong) £11,000,000.
Reserve Fund (Hong Kong) £11,000,000.

BRANCHES:
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LONDON BRANCHES:
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Correspondents in all principal Cities of the World.
Foreign exchange and Banking business of every description transacted.
Rate Deposits (Hong Kong) at a yearly interest of from 3 to 5 per cent.
LOOK POON SHAN, Chief Manager.
Hongkong, 18th February, 1927.

BANQUE DE L'INDO-CHINE.

HEAD OFFICE: HONGKONG.

Paid Capital Fr. 88,400,000.00
Subscribed Capital Fr. 88,400,000.00
Reserve Fund Fr. 102,000,000.00

BRANCHES:
BANKOK, BATAVIA, BOMBAY, CANTON, CHONGKING, HANKOW, HONGKONG, KOLKATA, MANILA, Peking, SHANGHAI, SINGAPORE, SOERABAYA, TIENTSIN, YOKOHAMA.

BRANCHES:
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Interest allowed on Current Accounts and Fixed Deposits according to arrangement.
Every description of Banking and Exchange business transacted.
Safe Deposit Boxes to let.
CH. LEM, Manager.

THE CHARTERED BANK OF INDIA, AUSTRALIA & CHINA.

(Incorporated by Royal Charter 1824.)

HEAD OFFICE: LONDON.

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Reserve Fund £10,000,000
Reserve Liability of Proprietors £10,000,000

ALICE STAR (Malay States): KUCHING, MALACCA, MANILA, MESSINA, NEW YORK, PENANG, Peking, SHANGHAI, SINGAPORE, SOERABAYA, TAIPEI, TIENTSIN, YOKOHAMA.

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LONDON, LYONS, MALACCA, BOMBAY, CALCUTTA, CANTON, HANKOW, HONGKONG, KOLKATA, MANILA, Peking, SHANGHAI, SINGAPORE, SOERABAYA, TIENTSIN, YOKOHAMA.

CURRENT ACCOUNTS: opened in LOCAL CURRENCY and FIAT DEPOSITS received for one year or shorter periods in LOCAL CURRENCY and FIAT DEPOSITS on terms which will be quoted on application.
Hongkong, 25th February, 1928.

THE NATIONAL CITY BANK OF NEW YORK.

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We are also able to offer our Customers the services of the Branches of the International Banking Corporation in San Francisco, Spain and the Philippines Islands.

R. M. McLAY, Manager.
Hongkong, 7th January, 1927.

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London: Midland Bank Ltd.

New York: American Exchange and Trust Co., Banca Commerciale Italiana.

San Francisco: Bank of Italy.

Every description of banking and Exchange business transacted. Correspondents throughout the world.

L. BERNIS, Manager.
Hongkong, 3rd August, 1923.

THE BANK OF CHINA.

SPECIALLY AUTHORIZED BY PRESIDENTIAL MANDATE OF THE REPUBLIC OF CHINA ON THE 27th OF NOVEMBER, 1917.

Authorized Capital \$50,000,000.00
Paid-Up Capital \$50,000,000.00
Reserve Fund \$50,000,000.00

HEAD OFFICE: Peking.
4, Queen's Road Central, Hongkong.
Branches and Sub-branches all over China and correspondents in Europe, America and other parts of the world.

LONDON BRANCHES:
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The Chartered Bank of India, Australia and China.
The Chartered Bank of India, Australia and China.
The Chartered Bank of India, Australia and China.

THE HO HONG BANK, LTD.
(Established 1917.)

Authorized Capital \$10,000,000.00

Paid-Up Capital \$10,000,000.00

Reserve Fund \$10,000,000.00

HEAD OFFICE: HONGKONG.
Branches and Sub-branches all over China and correspondents in Europe, America and other parts of the world.

Every description of Banking and Exchange business transacted.
Z. LEUNG, Manager.

SHOT DEAD IN CAFE.

POLICE SAVE ASSAILANT FROM BEING LYNCHED.

M. Morisseau, an unsuccessful candidate in the last Parliamentary elections, was shot dead in a cafe at the corner of the Rue de la Chaussee d'Antin and the Rue de Provence in Paris recently by M. Chezel, the director of a weekly paper and secretary to a

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EMPEROR OF CANADA

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Leave Hong Kong	Arrive	Leave Hong Kong	Arrive
November 28th	Singapore December 2nd	October 6th	Colombo
December 2nd	Colombo	October 9th	Bombay
October 6th	Bombay	October 24th	Plymouth

BOOKING NOW OPEN

HONGKONG-MANILA SERVICE

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October 10	October 18	October 19	October 21
October 20	October 28	October 29	November 1

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PAYABLE THE WORLD OVER.
THE SAFEST AND MOST CONVENIENT WAY TO CARRY FUNDS.

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Definition of TRAVELLERS' CHEQUES—
"The system of Travellers' Cheques was originated in 1891 by the American Express Company with the object of creating a form of travel currency which would give the holder the security of a letter of credit and at the same time the convenience of local currency. The Company registered the cheques under the trade name of 'AMERICAN EXPRESS TRAVELLERS' CHEQUES' the word 'Travellers' being spelled with one 'l'. This advantage of the Cheques was so apparent that other banking institutions adopted the system."
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THE SWEDISH EAST ASIATIC COMPANY, LIMITED.

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ROTTERDAM, AMSTERDAM, HAMBURG and
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M.V. "JAPAN"	30th Sept.
M.V. "SUMATRA"	20th Oct.
SHANGHAI, JAPAN PORTS and VLADIVOSTOK.	
M.V. "BENARES"	8th October
M.V. "AGRA"	8th October

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To MARSEILLES via Saigon,
Singapore, Colombo, Djibouti
(Aden) Suez, Port-Said.

To YOKOHAMA via Shanghai
& Kobe.

D'ARTAGNAN..... 9th Oct.	G. METZINGER..... 9th Oct.
SPHINX..... 23rd Oct.	PAUL LEON..... 23rd Oct.
G. METZINGER..... 6th Nov.	ANDRE LEBON..... 7th Nov.
PAUL LEON..... 20th Nov.	CHENONOEUX..... 21st Nov.
ANDRE LEBON..... 4th Dec.	PORTHOS..... 5th Dec.
CHENONOEUX..... 18th Dec.	ATHOS II..... 19th Dec.
PORTHOS..... 1st Jan.	D'ARTAGNAN..... 2nd Jan.
ATHOS II..... 15th Jan.	SPHINX..... 10th Jan.
D'ARTAGNAN..... 29th Jan.	G. METZINGER..... 30th Jan.

We can issue through tickets to Egypt, Syrian ports, East Africa, Madagascar by transshipment on our mail steamers at Port-Said or Djibouti.

COMMERCIAL LINE.

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S.S. YANGTSE 30th Sept.

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Telephones: C. 651 & 740. 3, Queen's Building.

CIVIL SERVICE R. C.

PROPOSED EXTENSION TO CLUB-HOUSE.

Plans for the extension of the Club premises at an estimated cost of \$15,000 were laid before members at the annual meeting of the Hongkong Civil Service Recreation Club, which was held last evening. Mr. A. E. Wood was in the chair, and supporting him were Mr. G. R. Sawyer, Mr. R. S. Vergette (Acting Hon. Treasurer), Mr. J. E. Longbottom, Mr. H. H. Secord, Mr. J. W. Deakin, Mr. A. W. Grimmit and Mr. R. S. W. Patterson (members of the Committee). There was a fairly large attendance of members.

The minutes of the last annual general meeting were read and passed. The Chairman then said that he had been much honoured by the Committee to be asked to take the chair in the absence of their President (Mr. Justice Wood) who was at home on leave.

The Report and Statement of Accounts had been in members' hands for some time, and he would just run over some items, leaving it to members to ask any questions on any items which were not clear to them. He expressed on behalf of the members, thanks to the two honorary auditors, Messrs. W. Bickford and J. Masson, for the services which they had rendered.

Referring to the completion of the nullah which runs through the Club's grounds, he said that that enabled them in a short time to consider an interesting matter, the extension of the Club premises.

Since last year they had lost two members, through the death of Mr. H. T. Jackson and the departure for home of Mr. P. M. Lambie.

New Library Popular.

The new library seemed to be very popular as shown by the increasing use of the books, which he hoped would be returned (laughter). Mr. J. C. Fletcher had done excellent work in cataloguing the books. They had a very good cricket season, and some very good individual performances on the part of Mr. De Rome who was in great form. They all looked forward to a better First Team season this year. Mr. F. H. Holdman was to be thanked for his services as Cricket Representative during the year.

As regards tennis, the Chairman was glad to observe the increased interest shown this year. The Club entered a team for the League, a thing which they were unable to do the previous year.

In dealing with the bowls section, the Chairman congratulated Mr. A. W. Grimmit for the splendid showing which he put up against Shanghai in the recent Interport. Mr. Grimmit was also to be thanked for his services as greensman.

After dealing briefly with the accounts, the Chairman proposed that the meeting adopt the Report and Statement of Accounts for the season 1927-8.

Mr. J. W. Deakin seconded, and the motion was carried unanimously.

Replying to a member who urged a greater caution in guarding against the increasing expenditure on account of incidentals and entertainments, the Chairman said that the former were necessary ones, while the increase under the latter head was due to the addition of tennis and other fixtures to the year's sporting activities.

Extension Proposal.

The question of building a new extension to the existing club-house was laid before the meeting in three progressive stages. Firstly, the meeting was asked to say whether an extension was necessary, and if so their approval was asked for the plans which were on view at the Club-house; secondly, the cost of the undertaking; and lastly, ways and means by which the necessary funds could be raised.

The Chairman suggested that if the proposition goes through the first two stages, it will be their intention to leave to the Committee the task of drawing up a scheme for the raising of the funds, and to consider matters connected with the building plans.

RADIO V. CABLE.

RADIO CORPORATION OPENS BATTLE.

New York, Sept. 28. By filing an application for the allocation of sixty-seven wavelengths for the transmission of domestic wireless messages, the Radio Corporation is credited with taking the first step in a keen struggle between the corporation and the old established telegraph companies. It is understood that the Radio Corporation's aim is the establishment of its own network of domestic stations to distribute its own messages instead of employing the telegraph systems, therefore, they have done up to the present.

A GREAT WELCOME.

PRINCE OF WALES AND HIS BROTHER IN MOMBASA.

Mombasa, Sept. 28. Europeans, natives and Indians vied with one another in welcoming the Prince of Wales and the Duke of Gloucester who arrived by steamer from Egypt. The decorated streets were lined with enthusiastic crowds.—Reuter.

haves, and to consider matters connected with the building plans.

To give members an idea of what those probable building extensions would be, the Hon. Secretary said that in the main the present building would be enlarged to provide additional accommodation that was badly needed. A Committee-room that could be used for other purposes would be included in the plans, while dressing and lavatory accommodation would be further extended. The building, would on completion be carried up to the nullah, over the 15 foot-width of which a spacious verandah would naturally be constructed.

There was to be also a building to replace the present shed and to house equipment and the boys, with provision for a native kitchen and latrine. Finally, a well would be dug to provide water for flushing and watering purposes.

He estimated that the minimum cost would be \$15,000.

During the discussion that followed on the question of raising the necessary funds, Mr. G. R. Sawyer suggested that they should earmark some \$8,000 placed on deposit for the building.

Eventually, the proposal was seconded and carried unanimously that "the question of the finance scheme be left to the incoming Committee to consider and to prepare a scheme which will be submitted in due course to an extraordinary general meeting, but not later than the end of the year."

The election of officers for the year was then proceeded with, resulting as follows:

Captain of the 1st XI.—Mr. De Rome. Vice-Captain, Mr. Ling.
Captain of the 2nd XI.—Mr. A. W. Grimmit. Vice-Captain, Mr. E. Book.
Cricket Representative.—Mr. F. H. Holdman.
Bowls Representative.—Mr. J. Masson.
Tennis Representative.—Mr. Armstrong.
Greenranger.—Mr. A. W. Grimmit.
Hon. Steward.—Mr. R. J. Taylor.
Hon. Secretary.—Mr. J. W. Deakin.
Hon. Treasurer.—Mr. A. Brooks.

Committee.—Messrs. W. Bickford, S. Alderman, E. Booker, W. H. Edmonds, C. Maycock, J. Gregory, and R. S. Vergette.

A vote of thanks to the Chairman and to the outgoing Committee was passed.

CONSIGNEES' NOTICES.

OCEAN STEAM SHIP CO., LTD.

CHINA MUTUAL STEAM NAVIGATION CO., LTD.
Consignees per Company's Vessel, "MERIONES"
From UNITED KINGDOM via SINGAPORE.

are hereby notified that the cargo having arrived per a.s. "Meriones" from Singapore will be discharged into Holt's Wharf Kowloon, where it will lie at Consignee's risk and subject to terms and conditions of storage at Holt's Wharf. The Cargo will be ready for delivery from Godown on and after 28th September.

Optional cargo will not be landed here, unless notice has been given prior to steamer's arrival, but carried on from port to port to the final port of call to which the option extends.

All broken, chafed, and damaged goods are to be left in the Godowns, where they will be examined on any Tuesdays and Fridays between the hours of 10.45 a.m. and noon within the free storage period.

No claims will be admitted after the Goods have left the steamer's Godown, and all Goods remaining undelivered after the 5th October, will be subject to rent.

All Claims against the Steamer must be presented to the undersigned on or before the 10th October, or they will not be recognized.

No Fire Insurance will be effected. BUTTERFIELD & SWIRE, Agents.
Hongkong, 29th, Sept. 1928.

AMERICAN & ORIENTAL LINE.

From U.S.A.

The Motor Vessel, "BIRCHBANK"

having arrived, Consignees of Cargo by her are informed that all Goods are being landed at their risk into the hazardous and/or extra-hazardous Godowns of The Hongkong and Kowloon Wharf and Godown Co., Ltd., whence delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after 4th October, 1928, will be subject to rent.

All Claims against the Vessel must be presented to the Undersigned on or before 11th October, 1928, or they will not be recognized.

All broken, chafed and damaged Goods are to be left in the Godowns where they will be examined on Thursday, 4th October, 1928, at 10 a.m.

No Fire Insurance has been effected. Bills of Lading will be countersigned by THE BANK LINE LIMITED, General Agents.

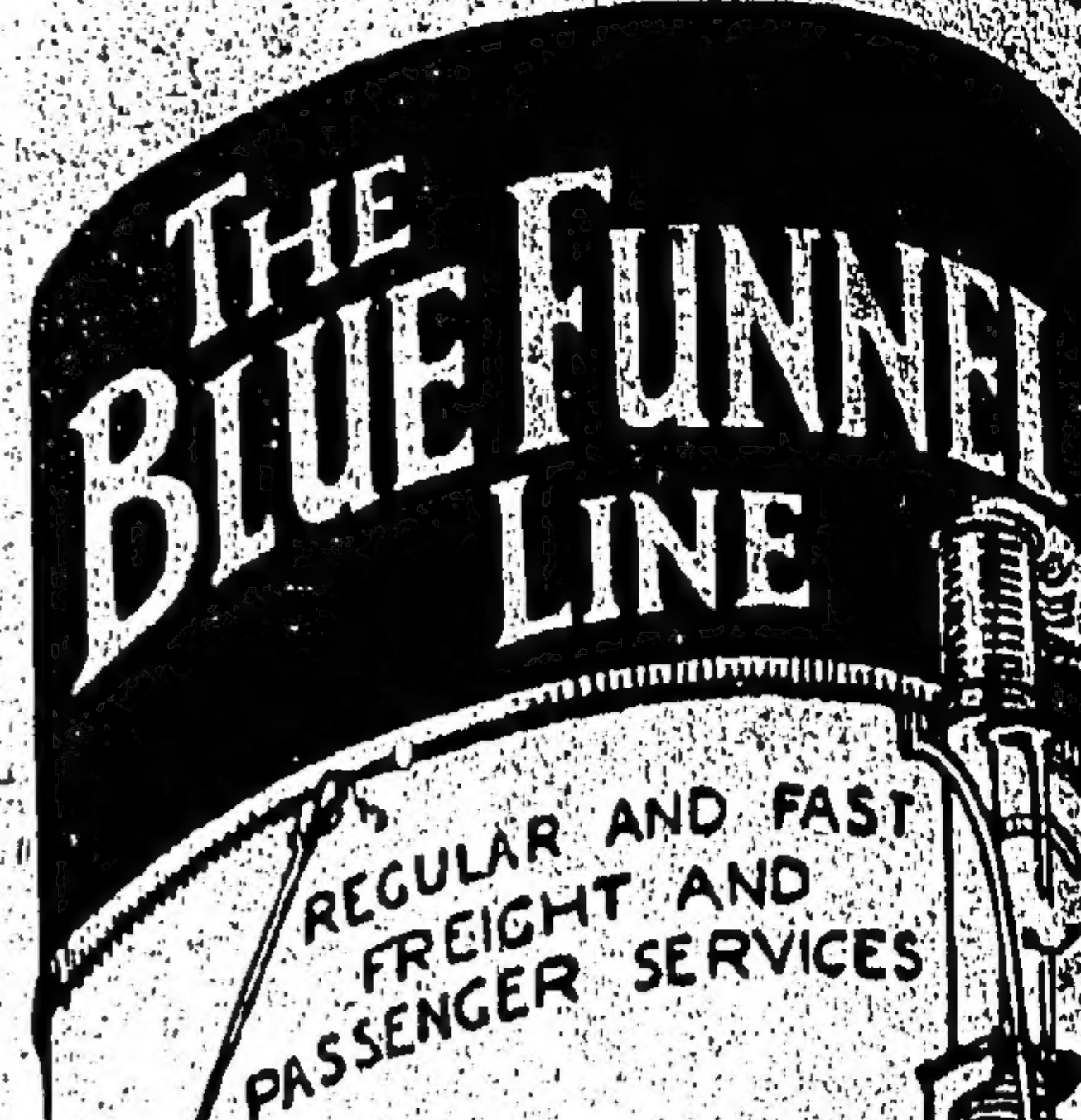
THE SALT GABELLE.

NEW SCHEME CRITICISED BY NORTHERN PAPER.

Peking, Sept. 28. The N. C. Standard, while in general agreement with the new Salt Gabelle scheme, points out editorially that it makes no provision for loans such as the \$96,000,000 Salt Surplus Bonds, the service of which should be met out of the surplus salt funds after the secured loans have been paid.

It also asks what will happen if one district fails to pay in its quota.

It deplores the fact that the scheme makes the Salt Gabelle a mere clerical department without any authority and deprives it of the right to earmark the funds.—Reuter.



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"SARPEDON"	3rd Oct.	Marseilles, London, R'dam & Glasgow
"DALCHAS"	16th Oct.	M'les, C'bea, L'don, R'dam & H'burg
"PATROCLUS"	31st Oct.	M'les, London, R'dam & Glasgow

LIVERPOOL SERVICE

"EURYLOCHUS"	20th Oct.	Genoa, Havre, L'pool & Glasgow
"TITAN"	20th Nov.	Genoa, Havre, L'pool & Glasgow

PACIFIC SERVICE

via Kobe & Yokohama		
"PROTEUS"	6th Oct.	Victoria, Vancouver & Seattle
"TALITHYBUS"	27th Oct.	Victoria, Vancouver & Seattle

NEW YORK SERVICE

"AGAPORUS"	17th Oct.	New York, Boston & Baltimore
"PYRRHUS"	16th Nov.	Boston, New York & Baltimore

INWARD SERVICE

"MERIONES"	Due 29th Sept.	for Shanghai, Kobe & Yokohama
"ASTYANAX"	10th Oct.	S'hai, Kofu, Kobe & Yokohama

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"SARPEDON"	3rd Oct.	Singapore, Marseilles & London
"PATROCLUS"	31st Oct.	Singapore, Marseilles & London

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President Cleveland	...	Tuesday, Oct. 2nd
President Pierce	...	Tuesday, Oct. 23rd
President Taft	...	Tuesday, Nov. 6th
President Jefferson	...	Tuesday, Nov. 20th

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The Short, Straight Route to America

FORTNIGHTLY SAILINGS ON TUESDAYS

President Lincoln	...	Tuesday, Oct. 2nd, 10 a.m.
President Madison	...	Tuesday, Oct. 16th
President Jackson	...	Tuesday, Oct. 30th
President McKinley	...	Tuesday, Nov. 13th

\$120, \$112 Special through rates to Europe via United States. Direct connections with all Atlantic lines. Choice of rail lines across United States and Canada, liberal stop-over privileges for sight-seeing.

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Round the World

FORTNIGHTLY SAILINGS ON SUNDAYS VIA MANILA, STRAITS, COLOMBO, SUEZ CANAL, ALEXANDRIA, NAPLES, GENOA, MARSEILLES, NEW YORK & BOSTON.

President Hayes	...	Sunday, Oct. 7th, 9 a.m.
President Polk	...	Sunday, Oct. 21st, 8 a.m.
President Adams	...	Sunday, Nov. 4th, 8 a.m.
President Garfield	...	Sunday, Nov. 18th, 8 a.m.

To Manila

President Cleveland	...	Sept. 20th, 6 p.m.
President Hayes	...	Oct. 7th, 8 a.m.
President Madison	...	Oct. 9th, 6 p.m.
President Pierce	...	Oct. 12th, 6 p.m.

For Bookings, Passenger and Freight Information, apply to
12, PEDDER STREET, (opposite Hongkong Hotel.)
Telephones Central 2477, 2478 & 795
Cable Address "Dollar"

CANTON BRANCH:—No. 4 Sha Kee Street.

American Mail Line and Dollar Steamship Line

TREATY DENOUNCED. SUGAR AGREEMENT BETWEEN AMERICA AND CUBA.

Havana, Sept. 28. In regard to the trouble in the Cuban sugar industry, which is leading to a plebiscite among the producers on the question of curtailment, Sr. Walfrido Rodriguez,

an ex-member of the Cuban Congress, in addressing the sugar planters, attributed all the trouble to the reciprocity treaty with the United States. He contended that the Cuban Government should denounce the treaty as constituting a restraint of trade as it was inefficient and harmful to Cuban interests. The speech was loudly applauded.—Reuter.

BANK LINE LTD.

AGENTS FOR

ELLERMAN & BUCKNALL S.S. CO., LTD.

SAILINGS SUBJECT TO ALTERATION WITHOUT NOTICE.

UNITED KINGDOM & CONTINENT

"CITY OF DELHI"	...	Havre, London, Rotterdam & H'burg	25th Oct.
"CITY OF GLASGOW"	...	—do—	17th Nov.
"CITY OF MOBILE"	...	London, Rotterdam & Hamburg	9th Dec.

BOSTON, NEW YORK & BALTIMORE

"CITY OF WELLINGTON"	...	via Suez Canal	6th October
"CITY OF RHODOS"	...	via Suez Canal	26th October
"CITY OF PERTH"	...	—do—	30th November

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SERVICES TO

BOSTON & NEW YORK

"CEDARBANK"	...	via Suez Canal	25th November
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MAURITIUS & SOUTH AFRICA

"TINROW"	15th November
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London, for Mauritius, Reunion, Delagoa Bay, Durban, East London, Algoa Bay (Port Elizabeth), Mossel and Bay of Agulhas.

Through Bills of Lading issued to Belra, Quilimane, Ibo, Port Amelia, Mozambique, Oshana, Inhassanga, Zanzibar, Mombasa, Kilindini, Port Nolloth, Luderia Bay, Walvis Bay and Madagascar.

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INDO CHINA STEAM NAVIGATION CO., LTD.

SAILINGS SUBJECT TO ALTERATION.

Destination.	Steamers.	Sailings.
SHANGHAI via SWATOW	Yatsing	Wed. 30th Sept at 9 a.m.
SHANGHAI	Kwongseang	Wed. 3rd Oct at 7 a.m.
SHANGHAI	Hopsang	Sun. 7th Oct at 7 a.m.
SHANGHAI	Kwaisang	Wed. 10th Oct at 7 a.m.
YOKOHAMA via AMOI, SHANGHAI, MOU, & KORE	Namsang	Thurs. 11th Oct at 7 a.m.
CANTON	Hopsang	Mon. 1st Oct at 8 p.m.
SINGAPORE	Fookseang	Fri. 5th Oct at 3 p.m.
STRAITS & CALCUTTA	Hosang	Fri. 12th Oct at 3 p.m.
INDIA	Cheongahing	Mon. 1st Oct at noon.
ADAMAN	Mausang	Thurs. 18th Oct at 3 p.m.

For freight or passage apply to:-

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GLEN LINE.

Fare Hongkong to London £52.

LONDON, ROTTERDAM & HAMBURG via STRAITS & COLUMBIA.

Motor Vessel "GLENAPP" (Via Oran)	31st Oct.
Motor Vessel "GLENSHIEL" (Via Oran)	14th Nov.
Motor Vessel "GLENBEG" (Via Oran)	14th Dec.

TO SHANGHAI, KOBE, YOKOHAMA & VLADIVOSTOK.

Steamship "CARNARVONSHIRE"	14th Oct.
Steamship "GLENBEG"	26th Oct.
Steamship "PEMBROKESHIRE"	12th Nov.
Steamship "GLENIFFER"	25th Nov.

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ALLANT & MORE UP TO DATE FIRST & SECOND CLASS PASSENGER ACCOMMODATION.

HONGKONG TO SYDNEY—19 DAYS.

STEAMER	DUE HONGKONG	DUE TO SAIL
CHANGTE	10th October	16th October
TAIPING	6th November	13th November
CHANGTE	7th December	14th December
TAIPING	4th January	11th January

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Sailings from Hongkong—Daily at 8 a.m.	(Sundays and 10.00 p.m.)	10.00 p.m. only.
Sailings from Canton—Daily at 8 a.m.	(Sundays and 4.30 p.m.)	4.30 p.m. only.

HONGKONG—MACAO LINE.

FROM HONGKONG.	FROM MACAO.
8 a.m. "SUI AN" from Wing Lok Wharf	8.00 a.m. "WING ON"
2 p.m. "WING ON" from Wing Lok Wharf	2.00 p.m. "SUI AN"

ON SUNDAY, 30th SEPTEMBER.

S. S. "SUI AN"

will depart from the Company's Wing Lok Wharf at 9.00 a.m. and from Macao at 5.00 p.m.

RETURN SALOON PASSAGE FARE: \$5.00

Above sailings are subjected to Weather Conditions and Intending Passengers are requested to communicate with the Office, whenever any of the Typhoon Signals are hoisted.

A VARYING TALE.

ALLEGED KIDNAPPING IN THE CITY.

Story to the effect that she was kidnapped and taken to an empty floor in Pottinger Street.

There, for two days, she was kept a prisoner, was told by a 15-year-old girl that when giving evidence before Mr. R. E. Lindsell yesterday.

On a charge of harbouring preferred against a tea-house waitress.

The girl said that six days ago, when told to take some syrup to her master at the Melsan Cafe in Queen's Road West, she was walking along the street, near the Chinese Recreation Ground. A mischievous boy came up, snatched the can from her and ran away with it.

She declared that it was the defendant, walking behind her, who instigated the theft. While undergoing over the probable consequences resulting from her refusal to give evidence, she was reassured by the defendant, who then took her to her home, promising to accompany her to her mistress and to make it all right with the latter.

Left in Care of a Woman.

Instead, she was taken to an empty floor in Pottinger Street and left in the care of another woman. For two days she was kept a prisoner, being gagged during the whole period.

When the defendant called again, it was to take her to the Star Ferry wharf. There they met a folk of the Melsan Cafe. On seeing him, the defendant fled.

At this point, Mr. R. A. D. Forrest who was conducting the prosecution for the Secretariat for Chinese Affairs, informed his Worship that the girl's evidence differed in many material details from the statement she had previously made on examination. Mr. Forrest said his faith in the girl's story was shaken and he applied for the withdrawal of the charge.

His Worship agreed and discharged the defendant.

THE K.C.C. ANNUAL MEETING.

(Continued from Page 2.)

date. He remarked that it was their intention to sound the members and get their opinion on the matter. The extra 50 cents would be set aside entirely to the building fund.

Increase Accepted.

Mr. Shank suggested that the subscription be raised by \$1 per month and that the cost of drinks be lowered to the old rate.

Mr. Tschl asked for data regarding the cost of a pavilion and the effect of the increase.

The chairman said that the cost of a pavilion would be about \$60,000 and the increase of subscriptions by 50 cents per month would bring about \$1,500 yearly.

Mr. Tschl then proposed that, "in the opinion of this meeting it is desirable that the subscriptions should be raised as from the second half of the year (February) by \$1 per month."

It was suggested by one member that the increase of the subscriptions would probably mean losing some members or frightening others from joining.

After some discussion the motion was put to the meeting and carried. It was then pointed out that the effect of the increase on the Sea Goring members would be that while the ordinary members would be paying 50 per cent increase they would be paying 100 per cent extra.

The motion was accordingly amended that the increase be 50 per cent all round.

The Vegetable Garden.

Mr. Fraser proposed that, if the Club desired to save money, they should abolish the vegetable garden. The chairman pointed out that the garden cost the club nothing as they had to engage two gardeners on the flowers and these devoted some attention to the cultivation of the vegetables.

Mr. Fraser remarked that the flowers of the Kowloon Cricket Club were disgraceful compared with those of other clubs.

Mr. Maude seconded the proposition put forward by Mr. Fraser but on being put to the meeting the proposer and the seconder were the only two in favour of the abolition of the vegetable garden, the motion, therefore, being lost.

Mr. Tschl asked Mr. Goodwin, the cricket captain if it was intended to have Sunday matches.

Mr. Goodwin said that he had thought of bringing the matter to the incoming committee as that was a matter for the committee to decide. Personally he thought it was desirable to have Sunday matches. He was in favour of it.

Mr. Howe asked that in future statements of accounts more details should be given. The chairman replied that the suggestion was noted and would be carried out.

The meeting closed with a vote of thanks to the president and out-going committee.

BANK IN TROUBLE.

PRIVAT BANK, COPENHAGEN, TO BE CLOSED.

Copenhagen, Sept. 28.

The decision was taken to close the Privat Bank to-day following an abortive night-long conference between the government and representatives of the principal banks on the one hand and representatives of the Privat Bank on the other, for the reduction of the latter's share capital. An investigation of the Privat Bank's books shows that the bank is solvent with 12,000,000 kroner share capital left.—Reuter.

SCOUT GATHERING.

CHINESE PRESIDENT OF 25TH TROOP.

Mr. Lee Ping Chun, Secretary of the Indo-China Banking Corporation Ltd., who has recently been elected President of the 25th (Hongkong) Troop of Boy Scouts, was entertained by a large gathering at All Saints' Church, Kowloon.

Among those present were Mr. and Mrs. Frank Short, Rev. H. B. Wells and Mr. G. T. Waldegrave.

Thanking those present for the honour accorded him Mr. Lee said:—I beg to thank you for this reception accorded me on the occasion of my appointment as the President of 25th (Hongkong) Troop of Boy Scouts for which honourable position I am acutely conscious of my unworthiness.

Boy Scouts are important to all countries in helping international friendship and peace. It is a way of bettering one's health, and for these reasons I take up the appointment with standing my inability. Since the first troop of Boy Scouts was founded in London by Lord Baden-Powell, the movement has spread throughout the world and proved itself an idea in which all nations can unite.

In Hongkong there are more than thirty troops now in existence. This 25th troop has been trained for less than a year and all must concede that the result is very successful.

Probably the main credit is due to the co-operation of the officers but the rank and file deserve their share of praise. The 25th Troop is recruited from the Yuek Chee College and though there are more than seven hundred private and public schools in Hongkong and Kowloon, Yuek Chee College has the greatest number of pupils—about nine hundred. I wish this College great success, and sincerely hope that all the boys will try their best and be one of the foremost troops in maintaining the true ideal of Scoutcraft.

Thereafter the Rev. G. T. Waldegrave, Scout Commissioner, performed the ceremony of presenting badges to successful candidates in recent Scout-tests.

THE GRAND TATTOO.

POINTED ADVICE REGARDING MOTOR PARADE.

A rehearsal of the Parade will be held on Monday next the 1st October.

All cars participating in the Parade are requested to attend as it is essential to success that everybody should know just exactly what to do on the night of Friday, the 6th October.

If your car is already being decorated and you cannot use it in its present state, it is desirable that for purposes of the rehearsal you obtain a car or truck of similar make and place it in charge of the driver who will be handling your decorated car at the Parade.

Cars should approach the entrance of Lee Gardens on the Caroline Hill road side where a representative of the Automobile Association will give further instructions.

Cars should assemble before 8.45 p.m. on Monday, and the A. A. man will be in attendance from 8 p.m.

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TELEGRAPHIC ADDRESS "MANIFESTO", HONGKONG.

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GIGNEES' NOTICES.

THE EAST ASIATIC CO. LTD., COPENHAGEN.

The Motor Vessel,

"AFRIKA"

having arrived, consignees of cargo are hereby informed that all goods are hereby landed and placed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., where delivery can be obtained as soon as the goods are landed.

No claims will be admitted after the goods have left the Godowns and all goods remaining undelivered after the 4th October, 1923, at 4 p.m. will be subject to rent.

All broken, chafed and damaged goods are to be left in the Godown, where they will be examined by Messrs. Anderson and Ashe on the 2nd October, 1923, at 10 a.m.

All claims against the vessel must be presented to the Underwriter before the 7th October, 1923, or they will not be recognised.

No Fire Insurance will be effected. Bills of Lading will be countersigned by

JOHN MANNERS & CO. LTD., Agents, Hongkong, 27th September, 1923.

THE BEN LINE STEAMERS, LIMITED.

From LEITH, MIDDLESBRO', ANTWERP, LONDON, STRAITS and PHILIPPINES.

The Steamship,

"BE NAVON"

Consignees of Cargo are hereby informed that all Goods are being landed at their risk into the hazardous and/or extra hazardous Godowns of The Hongkong and Kowloon Wharf and Godown Co., Ltd., whence and/or from the wharves delivery may be obtained.

No claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 3rd October, will be subject to rent.

All claims against the steamer must be presented to the Underwriter on or before the 15th October, or they will not be recognised.

All broken, chafed, and damaged Goods are to be left in the Godown, where they will be examined on the 2nd October, at 10 a.m., by Messrs. Goddard and Douglas.

No Fire Insurance has been effected. Bills of Lading will be countersigned by

GIBB, LIVINGSTON & CO., LTD., Agents, Hongkong, 26th September, 1923.

SERVICES CONTRACTUALS DES MESSAGERIES MARITIMES.

The Steamship,

"SPHINX"

Bringing Cargo from MARSEILLES &c.

Consignees are hereby informed that their goods with the exception of Opium, Treasure and Valuables are being landed and stored into the Godowns of the Hongkong Kowloon Wharf and Godown Co., Ltd., Kowloon, whence delivery may be obtained immediately after landing.

All claims must be sent in to me on or before the Thursday, the 4th October, 1923, or they will not be Monday, the 1st October, 1923.

Damaged packages will be examined by the Company's Surveyors Messrs. Goddard & Douglas in the presence of the Consignees at 10.00 a.m. on Monday the 17th September, 1923.

No Fire Insurance will be effected by us in any case whatever.

L. LESDOS, Agent, Hongkong, 26th September, 1923.

P. & O. BRITISH-INDIA, APCAR AND EASTERN & AUSTRALIAN LINES.

(COMPANIES incorporated in ENGLAND)

Taking Cargo on through Bills of Lading for Straits, Java and Burma, Ceylon, India, Persian Gulf, Mauritius, E. & S. Africa, Australasia, including New Zealand & Queensland Ports, Red Sea, Egypt, Constantinople, Greece, Lavanine Ports, Europe, Etc.

PENINSULAR & ORIENTAL FORTNIGHTLY DIRECT ROYAL MAIL STEAMERS.

(UNDER CONTRACT WITH H.M. GOVERNMENT.)

S. S.	Tons	From Hongkong (about)	Destination
*KASHGAR	9,005	29 Sept. noon.	M'sel, L'don, A'warp
*MOBBA	10,953	13th Oct.	Marselles & London
*KHIVA	9,135	27th Oct.	Marselles, L'don & Calcutta
*MIRZAPORE	6,715	1st Nov.	Straits & Bombay
*KIDDERPORE	5,334	10th Nov.	Straits, B'bay & Calcutta
*Cargo only			*Calls Casa Blanca.

Frequent connections from Port Said for Passengers & Cargo to Constantinople, France, Spain and other Levant Ports by Steamers of the Khashid Mail S. S. Co.

BRITISH INDIA-APCAR SAILINGS

TAKADA	TALAMBA	TALMA
6,949	8,018	10,001
3rd Oct.	13th Oct.	27th Oct.

B. I. Apar Line steamers have excellent 1st and 2nd class passengers. All steamers wireless and carry a qualified surgeon.

EASTERN & AUSTRALIAN SAILINGS (South)

ARAFURA	PANDA	ST. ALBANS
6,000	6,656	4,500
2nd Nov.	30th Nov.	28th Dec.

Regular Monthly Sailings from Hongkong to Japan and Hongkong to Australia.

The E. & A. S. Co. Ltd. steamers will also call at Shanghai, Tokio, Kobe, Yokohama, Tawao, Tientsin, Darwin, or other ports en route as inducement cargo.

Frequent connections from Australia with the following:—The Union S. S. Co's Steamers to the United Kingdom via New Zealand, Vancouver, San Francisco, etc.

The P. & O. Royal Mail Steamers to London via Suez Canal.

The P. & O. Branch Service of Steamers to London via the Cape.

The New Zealand Shipping Co. Steamers to Southampton and London via Panama Canal.

SAILINGS TO SHANGHAI & JAPAN

KHIVA	LAHORE	TALMA	ARAFURA	MAEDONIA
9,135	5,252	10,000	6,000	11,120
29 Sept. 5 p.m.	2 Oct. D'light.	2nd Oct.	10th Oct.	12th Oct.

All dates are approximate and subject to alteration without notice.

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SAN FRANCISCO via Shanghai, Japan Ports & Honolulu.

Siberia Maru (Calls Los Angeles) ... Tuesday, 2nd Oct.

Taiyo Maru (Calls Nagasaki) ... Tuesday, 16th Oct.

Tenyo Maru ... Tuesday, 30th Oct.

LONDON, MARSEILLES, ANTWERP & ROTTERDAM via

Singapore, Penang, Colombo & Suez.

Fushimi Maru ... Saturday, 6th Oct.

Hakozaki Maru ... Saturday, 20th Oct.

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HONGKONG HOTEL, REPULSE BAY HOTEL, PEAK HOTEL.
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SHANGHAI
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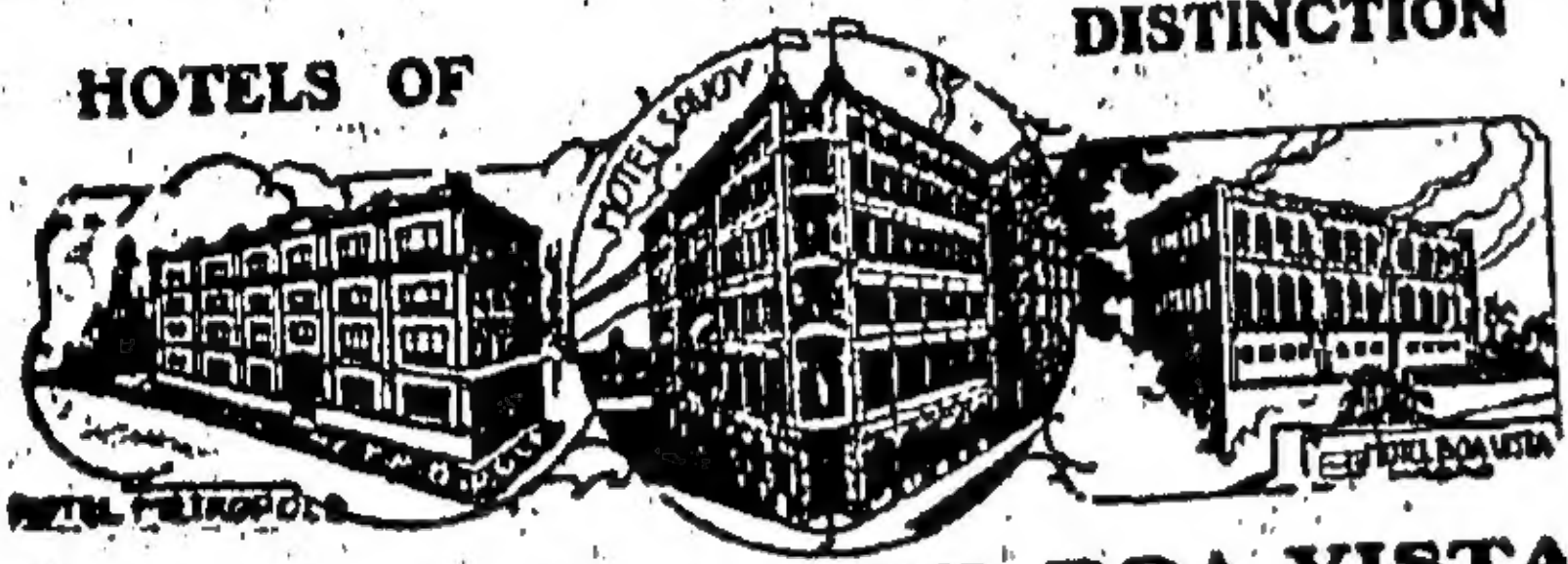
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Most Modern and Central Hotel in the Colony, all Bed Rooms
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Hongkong.

WEDDING OF MASTER OF NAPIER.



Photographs taken on the occasion of the wedding, yesterday, of the Master of Napier and Miss Muir Newson. Top, the bride and groom. On the right of the bride is Mrs. Southern, whilst Lady Newson, the bride's mother, is on the left of the bridegroom. H.E. the Officer Administering the Government is immediately behind the bride, and on his left are Sir Percy Newson and Major General C. C. Luard, with Lieut. Col. Comyn on the extreme right of the picture. Bottom picture shows the bride and bridegroom leaving the Cathedral under an arch of swords. (Photos: Mee Cheung).

AMERICA REPLIES AT LAST!

(Continued from Page 1.)

the primary object of any disarmament conference, and no useful purpose would be served by accepting them as a basis for discussion.

Cannot Consent.

The United States Government does not object to any agreement between France and Britain which they think is in the interest of armament limitation, but they cannot consent to the application of such an agreement to the United States.

In conclusion, the Note says that the Government of the United States remains willing to use its best efforts to obtain a basis of further naval limitation satisfactory to all naval Powers, included those not represented at the Three-Power Conference at Geneva, and is willing to take into consideration in any conference the special needs of France, Italy or any other naval Power for the particular class of vessels deemed by them most suitable for their defence.

A Suggestion.

This could be accomplished by permitting any of the Powers to vary the percentage of tonnage in the classes within the total tonnage, the certain percentage to be agreed upon.

If there was an increase in one class of vessels it should be deducted from the tonnage to be used in the other classes.

A proposal along these lines made by Great Britain and discussed by the American and British representatives, would be sympathetically considered by the United States. It expects on the part of others however similar consideration for its own needs. The Note was handed by the American Ambassador to Lord Casham, the acting Foreign Secretary, to-day. The Japanese Government some time ago notified London and Paris of their approval, and the Italian Government also regarded the proposals sympathetically.

The American Note does not favour the proposals.

Cabinet Consideration.

Although it contains no fresh suggestions for achieving naval limitation, it does not close the door upon further discussions.

It is now being examined by the Government Departments concerned, and will be considered by the Cabinet, which will decide what further steps are possible to find a basis for the resumption of the work of the Preparatory Committee for Disarmament Conference, which was the sole object of the recent British initiative.—*Reuter and British Wireless.*

GRAVE CRISIS IN AUSTRALIA

NATIONAL EMERGENCY DECLARED.

BOMB OUTRAGES REPORTED IN MELBOURNE.

2,000 ARMED SPECIALS.

Serious trouble has broken out in Australia as a consequence of the strike of waterside workers at Melbourne, involving not only Victoria but South Australia as well.

During the past week it had been reported that minor rioting had occurred as the result of clashes between the strikers and volunteer workers, but to-day comes news of extremely serious developments: rioting having broken out in Adelaide and bomb incidents occurring in Melbourne. An overnight telegram sent out by Reuter from Adelaide stated that as a consequence of further rioting, in which the police dispersed 2,000 unruly strikers, the South Australian Cabinet proclaimed a national crisis. As a result, all work ceased until October 1st.

SWIM POSTPONED.

Owing to the typhoon signal being up, the Chinese Harbour Swim fixed for to-day has been postponed.

persed 2,000 unruly strikers, the South Australian Cabinet proclaimed a national crisis. As a result, all work ceased until October 1st.

Armed Specials.

Following this announcement comes a further message from Adelaide stating that the call for special constables to cope with the national crisis had met with a quick response.

It is officially expected that 2,000 men, armed with rifles, will be enrolled by to-day (Saturday) this force will have been thoroughly organised to prevent disorder and to protect the volunteer workers. The State Premier (the Right Hon. Mr. R. L. Butler) has declared that the issue is that of mob rule or constitutional government.

Bombs in Melbourne.

The situation has evidently become even more serious in Victoria, for a Reuter's message from Melbourne reports a number of bomb outrages. Strikers have thrown bombs into the residence of a foreman in South Melbourne and into resi-

ENGLISH AS SHE IS WROTE.

MOTOR COMPANY'S AMUSING ANNOUNCEMENT.

"CLEANED NO DIRTY."

An interesting example of "English as she is wrote" has reached us in the form of a printed circular issued by a local public-car hire Company, announcing reductions in fares. The circular is headed:—"Blake Pier Public Vehicle Are Greatly Reduced: Fifty Cents to be a Ride." Then follows this announcement:

"The United Company has ready many of New Cars and always stationed at Blake Pier and Pedder Street, Gentlemen's and Ladies are want to take a Ride from 50 cent to start with, and or any long way have marked a reason priced hang inside that car.

"By this Company any of these car Top-Side the Front Glass have a 'Red Circle' marked with English and Chinese to be ready any of Gentlemen's may be acquainted.

"All these cars were cleaned no dirty, and greatly welcome to be invited with accordingly."

A further intimation adds:—"The Car Will be Starting it is Count for One Hour Pay."

REPORTED MOTOR SMASH.

EUROPEAN COLLIDES WITH ABERDEEN BUS.

A report reaches us of a motor smash on the Aberdeen road this morning, in which a European was involved.

No details of the accident are to hand beyond the fact that Mr. B. A. Thompson, said to be an officer of one of Messrs. Butterfield and Swire's vessels, was driving a car on the Aberdeen road when he crashed into one of the Aberdeen buses.

It is stated that the car was badly damaged, but no personal injuries were received.

GERMAN FLIGHT.

NON-STOP FROM CALCUTTA TO CANTON.

A private report received in Hongkong last night stated that Baron von Huenefeld, the noted German aviator, who is on a flight to Tokyo from Europe, left Calcutta yesterday at dawn, in the hope of making a non-stop flight to Canton.

No further news of his progress had been received up to the time of going to press.

NANKING WAR ON COMMUNISTS.

FOUR LEADERS REPORTED EXECUTED.

Shanghai, Sept. 28. The Garrison Troops in Nanking arrested and executed four notorious Chinese Communist leaders yesterday morning.

A number of the Communist followers are also said to have been detained for trial.

denances of stevedores at Middle Park.

The front room of a house in Middle Park was wrecked, whilst another room, in which two children were sleeping, was damaged, although the children escaped unharmed.

Another bomb blew a hole in the roof of a house in South Melbourne, but nobody was hurt.

Residents in the districts concerned are most alarmed, and a large body of police has been sent to the scene of the troubles in order to carry out investigations.

Fiery Romance of Old Seville



THE STARS of "What Price Glory" in a colourful and thrilling story of passion, love and revenge!

An outstanding film presenting drama, tremendous excitement, excellent comedy and vast spectacle!

LOVES OF CARMEN

With DOLORES DEL RIO

VICTOR McLAGLEN

Based on the story by PROSPER MERIMEE

Produced by RAOUL WALSH

Director of "What Price Glory."



AT THE **QUEEN'S** FINAL SHOWINGS TO-DAY
At 2.30, 5.15 & 9.20.
Advance Booking For Dress Circle Daily From 11 a.m.

DOUGLAS FAIRBANKS



IN THE GAUCHO

A magnificent story of adventure and romance in South America with the famous star at his very best!

AT THE **WORLD** FINAL SHOWINGS TO-DAY
Orchestra 5.00 and 9.30. Interprater 2.30 and 7.15.

Monte Blue THE BRUTE

A powerful story of love and hate in the stirring days of the Oklahoma Oil Rush!



AT THE **STAR** FINAL SHOWINGS TO-DAY
Continuous 2.30 to 11.15.